



CITY OF  
**ISSAQUAH**  
WASHINGTON

**Development Services**  
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March 12, 2013

Members of the Urban Village Development Commission

**RE: Urban Village Development Commission Meeting**

Dear Commission Member,

The Urban Village Development Commission (UVDC) will be meeting at **7:00 pm, Tuesday, March 19<sup>th</sup>, in the Council Chambers, located at 135 E. Sunset Way** for a Public Briefing on the Ichijo Preliminary Plat, Issaquah Highlands Parcel 2.

Please find attached:

- Agenda
- Meeting Minutes for December 4, 2012
- Staff Report

If you have not done so already, please confirm your attendance by calling me at 425-837-3428 or email me at [kathleeng@issaquahwa.gov](mailto:kathleeng@issaquahwa.gov).

Sincerely,

Kathleen Geyer  
Shared Services

Cc

Ava Frisinger, Mayor  
Bob Harrison, City Administrator  
Lucy Sloman, Land Development Manager  
Peter Rosen, Environmental Planner  
Dan Ervin, RH2 Engineering Consultant  
Autumn Monahan, Public Information Officer  
Sheldon Lynne, Public Works Engineering  
Bret Heath, Public Works Operations  
Bud Bakker, Eastside Fire & Rescue  
Barbara Sheldon  
Connie Marsh  
David Kappler  
Tim Walsh  
Glenn Sprague



**Tuesday, March 19, 2013  
Council Chambers**

MAYOR  
Ava Frisinger

COUNCIL  
Tola Marts  
Fred Butler  
Eileen Barber  
Josh Schaer  
Paul Winterstein  
Stacy Goodman  
Joe Forkner

URBAN DEVELOPMENT  
COMMISSION  
Geoffrey Walker, Chair  
Karl Leigh  
Stefanie Preston  
Scott McKillop  
Nina Milligan  
Michael Beard

Alternates  
Erik Olson  
William Horton  
Jim Kieburtz

STAFF  
Lucy Sloman,  
Land Development Mgr  
Peter Rosen,  
Environmental Planner  
Dan Ervin,  
Engineering Consultant

|           |  |                  |
|-----------|--|------------------|
| 7:00 P.M. | <b>Call to Order</b>                         | Walker           |
| 7:01 P.M. | <b>Meeting Minutes</b><br>• December 4, 2012 | Walker           |
| 7:06 P.M. | <b>Ichijo Parcel 2 Preliminary Plat</b>      | Rosen/<br>Sloman |
| 8:40 P.M. | <b>Public Comment</b>                        | Walker           |
| 8:50 P.M. | <b>Open Discussion</b>                       | Walker           |
| 9:00 P.M. | <b>Adjourn</b>                               | Walker           |

*Upcoming meeting: April 2, 2013*

**CITY OF ISSAQUAH**  
**URBAN VILLAGE DEVELOPMENT COMMISSION**  
Meeting Minutes

Tuesday, December 4<sup>th</sup>, 2012

Council Chambers

Issaquah, WA

**COMMISSIONERS PRESENT:**

*Geoffrey Walker*  
*Stefanie Preston*  
*Jim Kieburtz*  
*William Horton*  
*Michael Beard*  
*Erik Olson*  
*Nina Milligan*  
*Scott McKillop*  
*Karl Leigh*

**STAFF PRESENT:**

*Keith Niven, Economic Development Director*  
*Lucy Sloman, Planning Consultant*  
*Dan Ervin, Engineering Consultant*

**OTHERS:**

*Ryan Kohlmann, Triad Associates*  
*Andy Lane, Cairncross & Hempelmann*  
*Tim Lee, Lakeside Industries Inc.*  
*John Hempelmann, Cairncross & Hempelmann*

***These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting, a video taping of the meeting is available upon request.***

The Meeting was called to order at 5:35 PM.

**APPROVAL OF MINUTES**

WALKER presented the meeting minutes from November 7, 2012 and November 20, 2012. WALKER would like the sentence on page 1 of the November 7, 2012 minutes to be changed from "...if neighborhood A sits idle for 2-3 years, was an out clause added to the agreement." to "...if neighborhood A sits idle for 2-3 years, there should be an out clause added to the agreement." He also asked if there was an answer to his question about the distance from the edge of the Issaquah Highlands property to the north edge of the Lakeside property. Sloman replied that it is 100 feet.

HORTON would like the following inserted on page 3 of the November 20, 2012 minutes between the first and second paragraphs:

"HORTON asked to go back to 2.9 Affordable Housing which says that a range of affordability should be provided. He asked if that shouldn't read "will be provided" not should be.

Liljequist stated sure.

WALKER mentioned there's no reason that couldn't be changed.

WALKER asked that the following sentence on page 3 of the November 20, 2012 minutes be changed from "WALKER stated that he thinks the million dollar option doesn't really benefit the community in the way they're trying to benefit the community." to "WALKER stated that he thinks the million dollar option

doesn't really benefit the community in the way this development agreement is trying to benefit the community." WALKER also asked that the following sentence on page 8 of the November 20, 2012 minutes be changed from "WALKER asked if it's possible to break it out so that every neighborhood doesn't have to come to the UVDC." to "WALKER asked if it would be possible for a developer to break it out so that a neighborhood plan could avoid having to come to the UVDC."

BEARD would like to add to page 4 of the November 20, 2012 minutes that the specific distribution of low income housing in Issaquah is around 30%.

HORTON moved to accept both the November 7, 2012 and the November 20, 2012 minutes as amended. OLSON seconded. MOTION CARRIED UNANIMOUSLY.

### **LAKESIDE VILLAGE DISCUSSION**

Niven presented the Golder report, mentioning that there was some public testimony about the impacts of developing the property. He asked if the Commission would like to discuss the report or move it aside.

KIEBURTZ asked how the development concerns the stream and the water rights.

WALKER asked if this development agreement could infringe on the water rights of adjacent property owners.

Niven mentioned that the work that has happened in neighborhood A which may have affected the surficial water supply on the adjacent properties has been permitted. The development agreement will not change what is in existence right now. The Golder report is saying that they believe there is not a connection to those activities. The goal of this development agreements' master drainage plan is to mimic pre-development storm water conditions on the property.

WALKER asked if it's theoretically possible then that the baseline, meaning pre-development, could be different.

Ervin stated that, in the regulations that govern the master drainage plan, a pre-development condition is defined as 100 years ago before there was any activity. The first goal of the master drainage plan is to replicate this condition. In this instance however, there has been mining activity that created the lake which may or may not have impacted conditions. The secondary goal of the master drainage plan is to replicate this condition.

WALKER asked then that if the lake has created a situation where there is more water on the adjacent properties that is meaningful to them, is the master drainage plan trying to get back to that.

Ervin stated that more water would be created than was there previously for ground water conditions post-development, which is a requirement.

KIEBURTZ asked if the artificial lake that was there is considered ground water.

Ervin replied no, but it may influence ground water to the extent that it infiltrates and may become ground water.

WALKER stated that as a footnote to the development agreement, the UVDC will not be making a determination on the water situation because they don't have enough information or understanding of it.

BEARD mentioned that all freshwater is transitory, and if the City is going to honor a wetland that is manmade there's a good case that the City should honor a well that has been there for a long time.

Niven mentioned that he's not sure there's law that would support that type of precedence.

WALKER stated that the UVDC has acknowledged the concern, they've seen the reports, they are not making a judgment on whether those reports are accurate or whether the public has a case, and they would like to make sure that it's viewed as a separate item.

Niven presented Exhibit 2: Lakeside Non-substantive edits, stating that most of the changes were grammatical.

Niven presented a map showing the surveyed elevations of neighborhood A. He mentioned that the elevations on the lots represent the driveway elevations from the building permits.

WALKER pointed out that, based on these elevations, a building in neighborhood A2 could potentially be twice as tall as the adjacent properties. He mentioned that he's also concerned about the building height at the southernmost tip of neighborhood A2 where the buildings could potentially be about the same height.

MILLIGAN asked how wide neighborhood A2 was.

Niven stated that it is 103 feet.

Niven mentioned that the first edit to Appendix M, Section 2.1 says that the existing mining permit has been incorporated into this agreement for the ease of city administration and it is not intended to relinquish any of the obligations of the permit or expand any of its rights. The second edit is a clarification on neighborhood A1 which asks for an additional 8 feet of right-of-way along the eastside of Highlands Drive, which incorporates the ability to add some capacity into Highlands Drive and also helps to accommodate whatever turning movements might be needed at the new signalized intersection with neighborhoods A & C.

Niven mentioned that the Lakeside photo edits added some more representative photos into Appendix B which better represent the existing text.

Niven presented Exhibit 1: Lakeside DA Final Revisions, which represents all of the edits to the development agreement that should be made. In the Main Body, a note was added to section 2.2 which clarifies that there will be no sewer costs if connected to the City. Section 2.8 states that a timing mechanism will be provided for the bike facility down to the valley floor. In Section 27.13.5 some definitions were added including an addition to finish grade, which says that you can't deviate by more than 10 feet from the grades that are shown on the grading map. Landscape steps, non-residential development, and non-motorized are defined, and there is also a final definition of park. In Appendix B, section 2.1.26 was added which limits the length and visibility of retaining walls.

Sloman mentioned that pages 6 & 7 show the edits made by moving neighborhood A2 into a different neighborhood group which addresses some of the possible concerns about residences in A2.

WALKER stated that the context of section 2.1.26 seems to not be as explanatory as the other guidelines in Appendix B.

Niven stated that it should look like it matches. Sloman will expand upon this section.

MILLIGAN mentioned that section 2.3.11 states that rooftops "should" be designed to be attractive, and asked how that performance is enforceable.

Sloman stated that the objectives are fixed and the methods can vary. The enforcement of this development agreement depends on the kind of permit, and whether it's being reviewed by staff or by staff and commissions.

HORTON mentioned that the word "will" is a lot different than the word "should".

WALKER stated that what's attractive to one person may not be attractive to another person.

MILLIGAN stated her concern that the agreement doesn't provide a developer with the expectations from the City on what will be allowed.

Sloman mentioned that the whole guidelines are based on the word "should", because they are examples of ways to achieve the vision.

WALKER stated that he would be leery of changing the wording from "should" to "will".

Niven mentioned the addition of section 2.2.3e.

WALKER asked if this would be true were the adjacency up against non-Lakeside properties, for example do the homes in the Issaquah Highlands constitute single family buildings next to this property.

Niven stated that the homes in the Issaquah Highlands would if they were single family buildings. It would also be true for adjacent neighborhoods including Black Nugget and Vista Park.

WALKER would like further clarification on the wording because he believes this could be read as only within the development.

Niven mentioned that additional language was added to section 2.2.4b stating that buildings should be articulated and modulated to enhance the off-site distance view of the hillside. Clarification was added to section 3.1.2 which says that the Village Square will be comprised of a single space, in a single plane or on more than one level.

WALKER asked what section 6.3.5 means by a pedestrian friendly wall.

Sloman stated that she would change it to read "walls that are scaled to create a pedestrian friendly environment".

Sloman proposed eliminating section 2.1.26 because she feels that it's covered between the new photos and the guidelines that are under fences and walls in section 6.3.

Niven stated that the edits under section 4.1 were to recognize the differences in setbacks between neighborhoods A1 and A2.

WALKER asked if there was a setback from the eastern property line of neighborhood A2.

Niven stated that there is no proposed setback from the eastern property line of A2, and that you could build a structure right on the property line.

Sloman stated that if a setback is proposed it should be the same setback that the adjacent property owners would have to honor, which would be 4 feet.

HORTON stated that you would need a setback for legal reasons because surveys are not always 100% accurate.

MILLIGAN stated that since these two properties, neighborhood A2 and the Issaquah Highlands, are of the same land use, both urban villages, they should have the same setback.

WALKER would like there to be a setback because, while he's an advocate for the landowner's property rights, he's also sensitive to the fact that there are neighboring properties which need to be taken into consideration.

Niven mentioned that section 4.2 added a sentence to clarify that neighborhoods could not be subdivided to avoid Commission review. Section 4.5.1 reduced the number of units in neighborhood A2 from 25-75 to 10-50. Section 4.5.2 added some language about the Village Center in regards to triggers and timing.

BEARD asked if neighborhood A1 and neighborhood A2 are defined as separate neighborhoods.

Niven stated that neighborhood A is a neighborhood that has two pieces, A1 and A2.

MILLIGAN asked for clarification on community uses versus community spaces.

Niven stated that community uses are listed in Appendix C and community spaces are listed in Appendix F.

Niven stated that section 4.0.B was added to designate a minimum requirement for bike lanes.

MILLIGAN asked if there was a guideline or standard that prevents a bump out from coming out into a bike lane.

Ervin mentioned that he's not sure there is a standard that would prevent a bump out from coming out into a bike lane

MILLIGAN stated that perhaps it's covered because if you can't put a bump out into a travel lane then you can't put it into a bike lane.

Niven stated that section 6.1 clarifies that if you have bike lanes on a neighborhood street, the travel lanes are only 9 feet wide instead of 10 feet wide.

MILLIGAN asked about section 8.2.H and whether angle or head-in parking is generally prohibited.

Niven mentioned that it's not part of the standards, but the agreement recognizes that it's a possibility under certain circumstances.

Slovan stated that from an urban design perspective, angle or head-in parking makes the car a much more present part of the streetscape. The hesitation is to allow it outright but to recognize that in some circumstances it may be the most efficient way of providing parking for a higher parking demand use.

OLSON asked for an explanation of section 9.3.

Niven stated that volunteer trees, trees that seed themselves, can be removed.

Niven mentioned that in Appendix F, section 1.D was added which talks about both passive and active recreational spaces as part of the overall requirements for community spaces.

Niven mentioned that in Appendix G, section 5.F was added to allow for a trail to be provided in the critical areas buffer. Section 12 clarifies that critical area mitigation projects will be monitored.

MCKILLOP asked if an event were identified, would there be a call to action and, if so, who would be responsible. If a monitoring event is taking place, who ultimately is responsible for mitigation based upon development completion.

Ervin stated that sloughing on private property would be the responsibility of the property owner. A single family homeowner would not own a steep slope because steep slopes need to be in tracts, so the tract owner would be responsible for sloughing.

Niven mentioned that when a permit is issued, there's usually surety that's involved which covers potential remediation. If a monitoring period is established, the City would keep the guarantee for that period.

Niven mentioned that in Appendix I, additional language was added to section 2.3.2.

Slovan mentioned that most of the edits to Appendix J were found by looking at the Rowley sign code.

KIEBURTZ asked if in section 1.0.H adjacent means Issaquah Highlands or is it just within this development.

Slovan stated that in this instance, it means whatever is adjacent, whether it's in the project or not.

WALKER stated that perhaps further clarification should be made, and that to be consistent, the same wording that will be used in section 2.2.3.e could be used here.

Niven stated that most of the edits to Appendix K clarified that the State and Federal regulations for utilities still apply.

Niven stated that in Appendix L, a second paragraph was added to Section 2.2 which mentions that the City will have an opportunity to review the ARC guidelines.

Niven mentioned that the edits to Appendix M bring clarification to the fact that there is an existing mining permit that's now being incorporated into the development agreement.

Niven mentioned that in Appendix N, some language was added which addressed the preference that affordable housing be actualized within the project as opposed to elsewhere in the City.

Niven stated that in Appendix O, section 3.4.1.2 states that the Community-wide innovation will be required at the halfway mark, which is prior to the issuance of the building permit for the 600<sup>th</sup> ERU.

Niven mentioned that in Exhibit D-1, number 9 clarifies that there will be a sidewalk on the eastside of Highlands Drive which will span the stretch of neighborhood A to the intersection but will not go farther north than the intersection. 2a shows a pedestrian connection from neighborhood A to the Park and Ride, and 2b shows a pedestrian connection from neighborhood B to the Park and Ride.

MCKILLOP asked if the 2a and 2b pedestrian connections will be at ground level or elevated.

Niven stated that it's unknown what 2b is going to be, and that the preference for 2a is to have a light activated at grade crosswalk which would sync in with the traffic lights on Highlands Drive.

BEARD asked why the pedestrian bridge was built in the first place, and asked if it was to prevent halting traffic on Highlands Drive.

Niven stated that the bridge was built because of the topography of the YMCA site; basically you can get on the bridge at grade and go straight across. From a pedestrian ease perspective that was seen as being a big benefit. It also provides a convenient crossing for the Vista Park neighborhood and the neighborhoods further east in Issaquah Highlands. It was felt that there was enough public benefit to warrant the cost.

Sloman mentioned that this new crosswalk at ground level will be between two stoplights that will control traffic, and that pedestrians will be crossing at the same time as cars going across. This project is also a little bit further north and is a better place to cross than what the YMCA had.

LEIGH asked if it would be possible to connect in to the pedestrian bridge.

Sloman stated that it is possible, however it could be expensive and people would probably rather cross at grade as opposed to having to go up at least 2 or 3 floors in stairs before they could get onto the bridge and then come back down on the other side.

Niven mentioned that in Exhibit D-1, number 1 was pulled down a little bit because currently there are no rights to guarantee a pedestrian connection to the north. Numbers 8 and 7b are trying to show that there could potentially be a trail along the entire North Fork edge. Numbers 7a and 7b are part of the development agreement, with the hope that both will happen but with the understanding that only one is required.

WALKER asked if it would be possible to put a statement on Exhibit D-1 that says that these are required connections.

MCKILLOP asked for some clarity on the distances between all of these points, the light at High Street, the new at grade crosswalk, the entrance/exit to the Park and Ride, and the new signalized intersection

for neighborhood A. His concern is for the volume of traffic coming out of the Park and Ride and this new crosswalk at 2a.

Niven stated that the light at High Street, the crosswalk at 2a and the crosswalk at number 3 will all be timed in sequence.

Ervin mentioned that if you can't get the cars out of the Park and Ride, because of the pedestrian crosswalk, and maintain the level of service standards at the intersection then there would have to be another solution to an at grade pedestrian level crossing.

Niven stated that the goal is to facilitate pedestrians getting from neighborhood A to the Park and Ride, the details of which will come out with the land use plan.

Niven stated that the expectation is that Exhibit D-1 is more like a design guideline which says that this circulation plan should be achieved, but it's possible that the technical facts could push you in another direction.

WALKER asked if it would be possible for the developer to not do, for example, number 6.

Niven stated no.

Niven mentioned that in Exhibit D-2, edits were made to the bike routes to mirror the pedestrian connections in Exhibit D-1.

MILLIGAN stated that the additional right-of-way gained on Highlands Drive could provide an opportunity for the City of Issaquah to work with King County to create a bike lane that takes people from Issaquah up into the Plateau area.

Niven stated that in Exhibit G-1, the stream coming out of the wetland which goes down to the North Fork was added.

Sloman mentioned that in Exhibit D-3, number 5 was added to provide emergency access through the pit.

Niven mentioned that in Exhibit M-1, the existing ponds, the haul route location, and the perimeter of the grading area were added.

Sloman mentioned that in Exhibit M-2, the grades to neighborhood A were changed to reflect the survey.

WALKER asked why there is no street showing on the Circulation Plan for neighborhood A2.

Niven stated that neighborhood A2 could be a development with no streets, or could have a private alley that serves 10 houses. Since it will be a function of that little areas circulation, it's not showing up on the Master Circulation plans.

WALKER stated that since A1 & A2 have been broken out as separate neighborhoods, a street connecting the two should be recognized.

Niven introduced the parking lot items by stating that item #1 is development standards for neighborhood A. The issues were loss of views, building heights, loss of property values, loss of greenbelt, and loss of

hydrocologic connection. The alternatives are to leave the text as originally drafted which allowed for 7-story buildings on all of parcel A, accept staff's recommendation, propose additional development standards, or propose additional design guidelines. Staff's recommendation is to divide neighborhood A into A1 and A2, limit the height in A to 4-stories, reduce the total number of units in A2 to 10-50, create building setbacks of 10 feet and building height limitations within 50 feet of the north neighborhood property line, and add design guidelines to reduce the building bulk of those buildings if they are multi-family. He would also like to add a 4-foot building setback from the south and east property lines of neighborhood A and neighborhood F. The redlines to the development agreement represent staff's current recommendation.

Niven stated that parking lot item #2 is the Architectural Review Committee. The issues were that it doesn't represent the community and that there is a lack of public oversight. The alternatives are to leave the text as originally drafted (one member appointed by the Mayor), allow the City to review and comment on the proposed guidelines, propose minimum representation qualifications, and to propose project design to be administered by the City. Staff's recommendation is to add text to Appendix L-Section 2.2 allowing City review of the architectural standards.

Niven stated that parking lot item #3 is Affordable Housing. The issues were that it was too small a contribution and that housing should be part of the project. The alternatives are to leave the text as originally drafted, incorporate language stating a preference for a land set aside or incorporation into the neighborhoods, and remove the allowance for cash payment. Staff's recommendation is to add the language to Appendix N-Section 2.1 that there's preference to either providing a piece of property or to incorporate the affordable housing in each neighborhood.

Niven stated that parking lot item #4 is Community Spaces. The issue is that the size and facilities are unpredictable. The alternatives are to leave the text as originally drafted, incorporate language indicating the size and facilities provided will be based on the resident employees of the neighborhood, provide a numeric metric, and provide minimum square footage per neighborhood. Staff's recommendation is to add language to Appendix F-Sections 1 & 2D.

Niven stated that parking lot item #5 is Traffic Circulation. The issues are flow on Highlands Drive, access to the Park and Ride garage, and design turning movements of the new signalized intersection. The alternatives are to leave the text as originally drafted or acquire additional right-of-way. Staff's recommendation is to require additional right-of-way consistent with Exhibit D-4.

BEARD mentioned that he is concerned with this being a 30 year development agreement, and is also concerned that 800-900 houses could be built before any kind of non-retail is built.

#### **PUBLIC COMMENT**

Anne Marie Rhys, 1106 NE Laurel Court, Issaquah, is concerned about the 4-story height limit in neighborhood A2. She also appreciated the discussion of access to neighborhood A2 and pointed out that alleys can make it difficult for fire access. She was also happy with the discussion of public spaces per square footage.

Melinda Person, 23847 SE 59h St, Issaquah, presented a diagram of what a 4-story building would look like at a 10-foot setback and at a 50-foot setback in relation to her home and garage. She requested that, along the north property line, the setback be 100 feet as opposed to 50 feet. She is concerned that if more ground water is present after the development, there will be landslides.

Dan Vradenburg, 1128 NE Katsura St. Issaquah, mentioned that the topography in neighborhood A2 slopes up from the south to the north by about 25 feet, so a 48 foot building would be more like 70-75 feet. He believes that a trail would make sense in neighborhood A2, whereas a road would infringe on the critical area. He appreciated staff reducing the number of units to 10-50, but still thinks those units could be accommodated in neighborhood A1 or in other areas within the project. He continued to propose that this area be used for a dedicated trail and that neighborhood A2 be left as open space as a connector from the Issaquah Highlands into the new Urban Village.

Connie Marsh, 1175 NW Gilman Blvd., Suite B-11, Issaquah, mentioned that if all of the language said "shall", then she thinks this agreement could achieve what it's intending. She believes this is the best language of all of the development agreements that she's seen but is still uncomfortable with the lack of "should" in many places. She asked how wide the right-of-way is, and is concerned about losing the plantings in that right-of-way. She thinks view covenants need to be very clear from the outset so that homeowners are aware that things will be built to a potential certain height. The retaining wall language needs to be upfront and detailed because there have been so many issues with retaining walls in the City of Issaquah. She is concerned with storm water flows and how big the ponds will end up being, and whether these ponds could become a community amenity. She also has an issue with infiltration galleries that could potentially pump massive quantities of water into our ground water supply, and questioned whether these areas will be fenced. She questioned whether 30% of the water is going to be infiltrated on site or whether it's going to be put at the bottom in one infiltration gallery, and believes this needs to be decided before development begins. She stated that #8 on the trail map should be a critical area trail, not an urban/multi-use trail. She thinks that trail #7b should be shown as a potential future trail, not a critical area trail. She thinks affordable housing should be on-site, and thinks that parks should be within reasonable walking distance of the Lakeside Development. Traffic needs some kind of way to judge whether the mixed-use component is working to actually remove the trips from the road as per the traffic model.

Ying Fenderson, 1885 10<sup>th</sup> Avenue NE, Issaquah, is concerned with the setbacks in neighborhood A2 and that it will make her property very dark. She would prefer neighborhood A2 be left for trails and open space. She asked who would be responsible for the erosion of the slope in neighborhood A2.

Ann Finney, 1875 10<sup>th</sup> Avenue NE, Issaquah, mentioned that she would like the height in neighborhood A2 reduced down from 4-stories. Ideally she'd like to see trail and recreation space. She also would like to see the setbacks increased. She asked if some language could be added to limit the heights of tree plantings.

Gary Lin, 1881 10<sup>th</sup> Avenue NE, Issaquah, thanked the Commission for all their work on this development agreement. He stated that he has a right to maintain his quality of life, just as a developer has a right to develop a piece of property. He stated that the units in A2 could be accommodated in A1, C, or D, so that neighborhood A2 could be left for parks and trails.

Ying Fenderson, 1885 10<sup>th</sup> Avenue NE, Issaquah, questioned the accuracy of the surveyed elevations. She asked how a 4-story building in neighborhood A2 would compare to the adjacent houses in the Issaquah Highlands.

WALKER closed the public comment at 8:41 PM.

## **OPEN DISCUSSION**

HORTON mentioned that, while he sympathizes with the comments, having neighbors in your backyard is pretty much a standard in this country. He stated, though, that he is concerned about the 4-stories and would like to see neighborhood A2 be left as open space.

BEARD would prefer no development in neighborhood A2. He believes the number of housing units for the project could easily be accommodated without having anything built in neighborhood A2. This would also meet some of the other goals for open space, nature, water, etc. by not building in A2. He stated that he is not in favor of this agreement if there is building in A2.

OLSON believes that future development in neighborhood A2 is something that should be expected. He believes that staff has addressed the issues in a reasonable way, but that the developer has every right to develop neighborhood A2.

KIEBURTZ doesn't believe it's the Commissions place to tell the developer that they can't develop neighborhood A2. He's in agreement that he would like to see neighborhood A2 left as open space. He would like to see a nice transition between the Issaquah Highlands and the Lakeside Development, with perhaps a maximum building height in neighborhood A2 of 2-stories.

PRESTON feels that a good compromise has been made by reducing the number of units and stories, but pointed out that the entire Issaquah Highlands is made up of diverse projects both tall and short which are combined in the same neighborhood. She thinks it would be unreasonable to say that this new project right next to the Issaquah Highlands can't do the same.

MCKILLOP mentioned that the UVDC cannot say what the applicant can or can't do, but what they can do is provide guidance and a voice. He thinks it would be fantastic if neighborhood A2 could be left as a green space opportunity, but is not sure that's realistic. He likes the idea of a progression in elevation as you move to the west, perhaps 2-stories in neighborhood A2 and then elevate accordingly as you head west.

MILLIGAN mentioned that, on this parking lot item, she agrees with the staff recommendation. She stated that the developer does have an opportunity here to potentially leave neighborhood A2 as open space, but doesn't believe it's the place of the UVDC to put that kind of restriction on a land use. She pointed out that building heights are measured from the lowest grade, and that many of the 2-story homes on 10<sup>th</sup> Avenue are actually 3-stories because they have another grade.

LEIGH would love to see the City and the applicant work out something so that the adjacency of the neighborhoods is compatible. Since neighborhood A2 is isolated, perhaps a creative solution could be found to satisfy both the developer and the current Issaquah Highland homeowners.

WALKER would also like to reduce the impact to the neighboring properties. He doesn't believe the UVDC has the right to tell the developer they can't build in neighborhood A2. He favors more of a transitional height limitation or practical building that would not adversely impact the surrounding neighbors. He thinks it's reasonable to have a 4-foot building setback on the south and east property lines, and 10 feet on the north property line. He pointed out that Issaquah is on the edge of the urban growth boundary and is going to grow reasonably and responsibly. He proposed that a height restriction of 36 feet be put on neighborhood A2 from a certain elevation up.

LEIGH mentioned that he's satisfied, based on the surveyed elevations, with the height limits in neighborhood A1. The views may not be as pristine as what they've been, but they won't be blocked.

BEARD would like the proposal of 36 feet to be a total maximum height, including rooftop utilities.

Slovan stated that she will add the following 4 UVDC recommendations for neighborhood A2 to the staff recommendation: change the boundary, change the building height to 3-stories, reduce the number of units to 0-50, and add a 4 foot setback from the south and east edges.

Niven read the changes to Appendix C which were as follows: section 4.1 A2 add 4 feet building setback to the south and east edges, neighborhood F also add 4 feet building setback to the west edge, section 4.3.1.2 change A2 to 3 stories, section 4.5.1.2 make the range of units 0-50, and migrate the division line between A1 and A2 to the east.

WALKER asked to whom the ARC list is provided to verify that there are no conflicts of interest.

Niven asked if the property administrator should provide annually a list of the representation of the ARC to the City.

WALKER stated he would be fine with that so long as the UVDC had a chance to review it.

PRESTON stated that she would be fine with a list that showed who the members are and what their connection is or what company they work for.

WALKER stated that the UVDC agrees that the proposed staff recommendation is sufficient in regards to the ARC.

MILLIGAN mentioned that the process allows the City to review and comment on the proposed standards. She asked what the feedback mechanism would be.

Niven stated the expectation is that if the City provides comments back to the developer, that those comments are incorporated.

Niven summarized that the UVDC agrees to go with the staff recommendation, with the addition of language that the property administrator will provide to the City the roster of the ARC members on an annual basis.

Niven reminded the UVDC that the City belongs to a regional affordable housing entity, which is ARCH, who plans for affordable housing not just within the City but on the Eastside. The holistic view and the belief is that by all the Eastside cities joining together we actually get more affordable housing, and that core belief starts to break down if this project decides to opt out.

WALKER mentioned that the UVDC is making a concerted effort to write a 30 year development agreement about a particular type of development. He's struggling with the fact that they're saying it's important to have a diverse community with commercial, residential, and non-residential, and that while affordable housing is important, there is no mechanism requiring affordable housing to fit within the development agreement. He thinks that having a cash option says affordable housing is important but it doesn't have anything to do with this development.

LEIGH acknowledged that the City has entered into an agreement with ARCH for the greater good, and that the sum can be larger than the individual parts. This urban village fits into the City not as a stand-alone entity but as a part of the entire City of Issaquah.

OLSON stated that it would be great to keep affordable housing within the development but the City is part of ARCH, of which the Mayor and City Council are great supporters.

KIEBURTZ stated that the UVDC is for the City of Issaquah not for a particular community, and believes in the concept of pay it forward.

BEARD would prefer to keep the money in the Issaquah community, but acknowledged that the City is a member of ARCH and is not opposed to that. He would like to amend section B3 and thinks the allowance for the cash payment should be kept in the agreement.

MILLIGAN mentioned that she would prefer an affordable housing allocation for this community be fulfilled. She's not sure that the cash payment is enough. She would like to see affordable housing interspersed throughout the development, as is the case in the Issaquah Highlands.

HORTON stated that if the cash payment option is selected, that money should be used in the Lakeside Development. Affordable housing would enable people who work in the area to be able to live there.

PRESTON asked if the cash option could be kept in the community, or would it have to go into the ARCH pool.

Niven mentioned that the UVDC could require the money to stay in the community, but is not sure that the City Council would support that. If everybody starts peeling off resources from ARCH, the wheels start to fall off that bus. Keeping local control is contrary to being a part of ARCH.

WALKER stated that if the cash option is left in, some additional incentives should be included for the developer to build affordable housing units within the development.

Niven stated that the edit to 2.1 says that, although there are 3 options provided in section 2.1, the property administrator is encouraged to select an option or combined options that would result in affordable housing being provided within the project.

WALKER would like it changed from "encouraged to" to "looking for incentives to".

PRESTON mentioned that the cash contribution could put people in affordable housing right away, while land could sit idle for years while the City waits for the funds from ARCH to be able to do something with that land.

Niven mentioned that defining incentives is extremely hard, and they may change over the next 30 years.

WALKER proposed changing the language to say "explore incentive options for the developer to build affordable housing within the community and as a last resort the cash option is still available".

Niven mentioned changing the language to say "although there are 3 options provided in this section 2.1, the parties will explore incentives to encourage the first two options with the cash payment as the last option".

MILLIGAN asked what the proportional requirement is for community spaces.

Sloman stated that if an exact proportion is defined, a developer will tend to design to the lowest common denominator. She mentioned that there was ultimate predictability with Talus and it was very difficult and disappointing.

WALKER noted on page 2 of Appendix F it says that "within these community spaces there should be a range of activities appropriate to the neighborhood possibly including...". Walker suggested that the following language be added "a range of activities appropriate to the neighborhood size and density".

MILLIGAN asked why home occupations would be considered a community use.

Sloman stated that home occupations introduce businesses into other neighborhoods. Home occupations are one way that you can get non-residential activities in all neighborhoods.

MILLIGAN questioned how a home occupation could be a community use if it's not open to the general public.

Sloman stated that she would move 3.2.3.L to 3.2.1.G.

Niven summarized by saying that the following will be added to the end of the paragraph in Section 2D, "Size and uses within these community spaces will be determined based on the approved land uses and the expected number and type of users." He also stated that 3.2.3.L will be moved to 3.2.1.G.

Sloman mentioned that the whole Lakeside project is within a quarter mile, in terms of walking distances to community spaces.

WALKER stated there could be some complicated traffic concerns associated with the project.

Niven stated that the additional right-of-way gives the project some room so that when the design for neighborhood A and the traffic signal are done, additional right-of-way is there.

MCKILLOP stated that his concern is signal placement and proximity to the Park and Ride as well as proximity of signal to signal along Highlands Drive heading north.

WALKER asked that, since urban trails and multi-use trails are specified on the master circulation plan, perhaps critical area trails should also be designated.

Ervin mentioned that the development agreement does not currently require monitoring to verify that the assumptions used during modeling actually exist within the network because it's very difficult to separate the impacts of the development from the impacts of the community.

BEARD stated that a shorter length of time for this development agreement may not necessarily be a bad thing. He also mentioned that he doesn't think there's enough in the agreement to drive the non-residential component. He stated that 800-900 housing units could be built before any non-residential development is started which doesn't seem to meet the spirit of an urban village but is just a lot more housing units in the area.

WALKER stated that the land that would be available in the earlier years would not be conducive to non-residential use.

Sloman asked if the UVDC would like to force a developer to build something for which there's no market.

KIEBURTZ mentioned that this is not just a separate urban village but is in combination with the Issaquah Highlands. He asked if the retail being built in the Highlands is appropriate for a community the size of the Issaquah Highlands or could it also support Lakeside. He feels that part of the urban village definition is being met by the retail part of the Issaquah Highlands that this urban village is adjacent to.

WALKER stated that he doesn't want to bank on the Issaquah Highlands amenities to satisfy the needs of the urban village but also believes that part of the reason it's becoming an urban village is because of the proximity to the other services.

Sloman stated that one way to think about it is that the Issaquah Highlands retail center is an interim action that supports Lakeside until it gets the village center which is the non-residential part of it.

Sloman stated that, in regards to the 30 year agreement, if both parties are happy with the way things are going and neither party terminates the agreement, it just keeps going.

Niven quickly went over the list of Last Ever Lakeside Edits.

LEIGH moved that the Urban Village Development Commission recommend approval of the Lakeside Development Agreement final redline dated 31 October 2012. He then read through the list of edits.

PRESTON seconded.

WALKER took a vote of the motion as read and amended. The record will show that 8 were in favor, 1 was opposed. He stated that the agreement has been accepted and passed, and will be moved on as the UVDC's recommendation to the City Council.

Hearing no further comments, the meeting was adjourned at 10:40 PM.

**These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the City of Issaquah, Development Services Department, at 425-837-3428.**

Respectfully Submitted

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Karin Roberts  
Recording Secretary

Approved Date: \_\_\_\_\_



**CITY OF ISSAQUAH  
DEVELOPMENT SERVICES DEPARTMENT  
ICHIJO PRELIMINARY PLAT of PARCEL 2  
WSDOT TDR DEVELOPMENT AGREEMENT  
STAFF REPORT**

**March 12, 2013**

**Project:** Ichijo Preliminary Plat  
WSDOT TDR Parcel 2  
PP12-00002

**Applicant/Owner:** Tim Walsh  
Ichijo USA Co., Ltd.  
15135 NE 90<sup>th</sup> St., Suite 200  
Redmond, WA 98052

**Engineer:** Glenn Sprague  
Core Design, Inc.  
14711 NE 29<sup>th</sup> Place, Ste 101  
Bellevue, WA 98007

**Staff Contact:** Peter Rosen, Environmental Planner  
Development Services Department, (425)-837-3094

**Request:** Application for approval of a preliminary plat for Parcel 2 of the WSDOT TDR; creating 36 single-family residential lots, roadways, utilities and a recreation tract on 4.28 total acres.

**Location:** Property in the NW ¼ Section 26, Township 24 North, Range 6E. The site is located south of NE Falls Drive, north of the Urban Growth Boundary and preserved open space, east of the PSE and Williams Gas easements and east of 10<sup>th</sup> Ave NE/Blocks 24, 23 and 20. A full legal description is provided with the application.

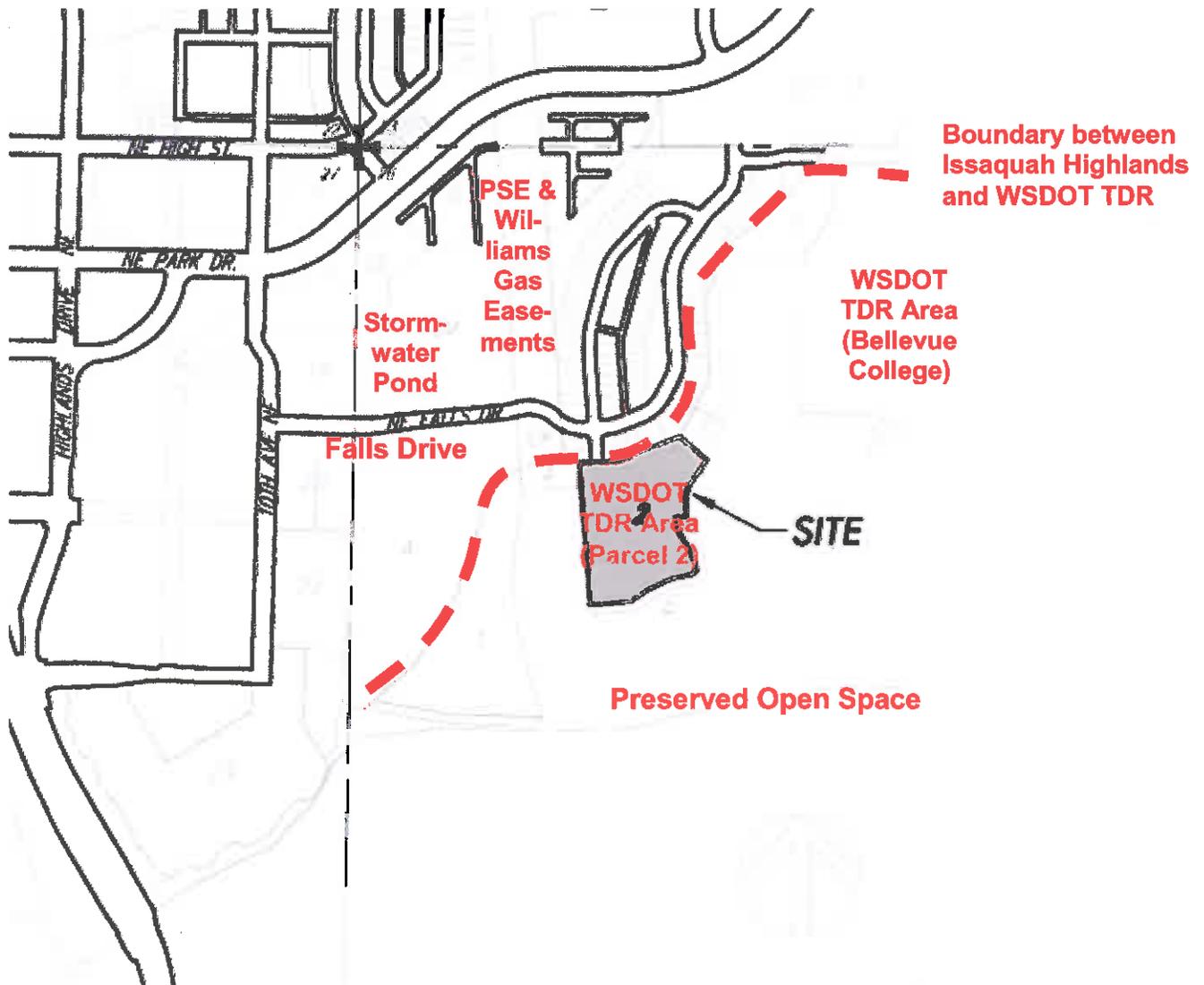
**Existing Land Use:** Parcel 2 is fully forested. No uses have been established.

**Surrounding Land Uses:**

- South:* Project boundary and WSDOT rural property
- North:* NE Falls Drive, Polygon's Forest Ridge development (Parcel C, under construction)
- East:* Wetland EF23, WSDOT rural property, Parcel 4 (Bellevue College)

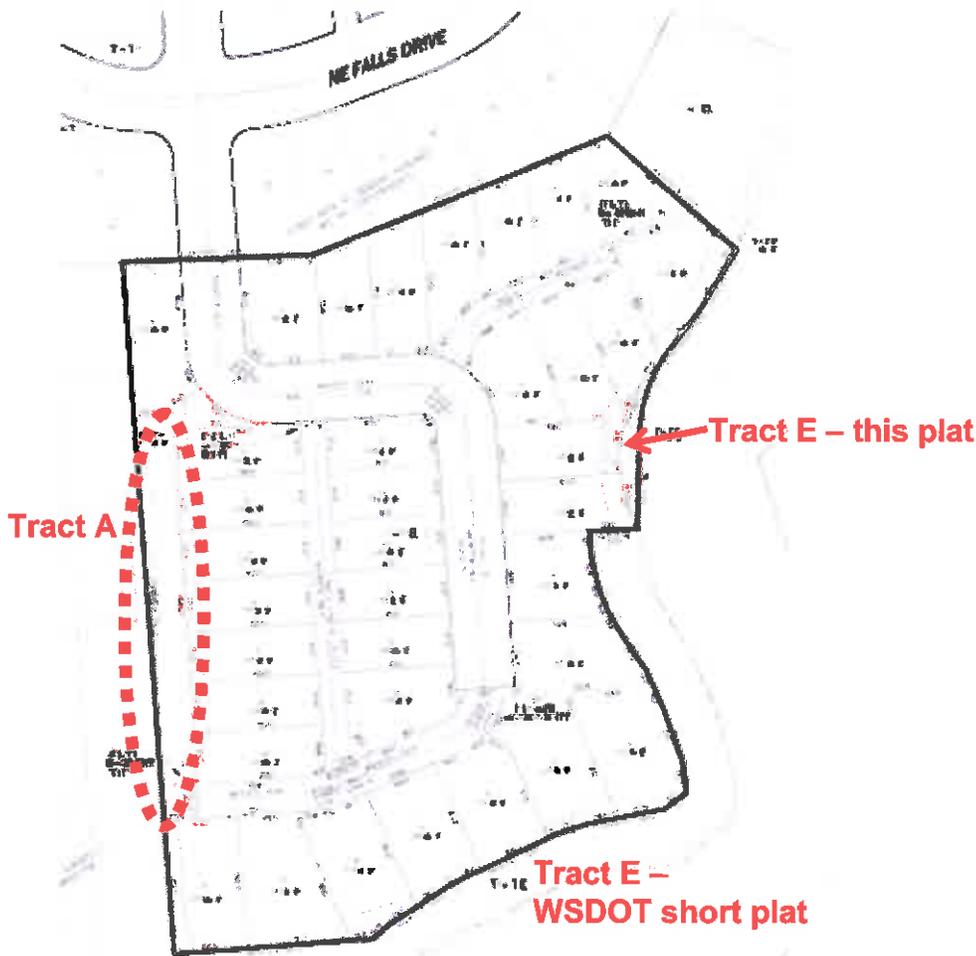
West: PSE Transmission Line Easement and William's Gas Line Easement, Parcels A/1 Burnstead development (previously platted, and beginning infrastructure construction)

Comprehensive Plan: Urban Village - See Attachment A



### Summary of Proposed Action

The applicant is requesting preliminary plat approval to subdivide Parcel 2 (4.28 acres) into 36 lots for construction of detached single-family residences. The lot sizes range from approximately 3,000 to 5,700 square feet. The project consists of a main residential street (Road A) that transitions into narrower, shared streets (called woonerfs) to provide access to the lots. An alley in the center of the project would connect to Road A on the north and Woonerf 1 on the south, creating a circular loop connection. All streets, woonerfs, and alleys are proposed to be public. However, the woonerf dead-ends are not designed for efficient public maintenance. Therefore, Woonerf 1, to the west of the Alley, should remain in private ownership. See Conditions 1 and 8.



The proposal includes an 8,900+ square foot recreation tract (Tract A). The tract is proposed to be owned by the IHCA, who must give approval prior to dedicating these facilities. This will be confirmed with the Final Plat. [Condition 1]

The site is presently forested. No critical areas have been identified within project boundaries. Wetland EF23 is to the east of the site. The wetland buffer extends slightly onto the east part of the site, including areas where lots are proposed.

The proposal is for single-family detached homes, with roads, woonerfs, and alleys used for circulation. Both roads and woonerfs provide access to traditional front-loaded garage style homes: residential street (Road A) and the 2 proposed woonerfs, that back up to the project boundaries (Lots 1-22 and 36). Lots 23-35 are located in the center of the parcel and are proposed to be accessed from an alley (rear-loaded) with their front porches facing either the main road to the east or the recreation tract to the west.

The following table summarizes the proposed lots and tracts:

| LOTS / TRACTS |              |                              |           |
|---------------|--------------|------------------------------|-----------|
| Name          | Area (acres) | Purpose                      | Ownership |
| LOTS 1-36     | 321±         | RESIDENTIAL                  | ICHUO USA |
| TRACT A       | 0.20±        | PEDESTRIAN TRAIL, RECREATION | IHCA      |
| TRACT B       | 0.06±        | PUBLIC WOODS                 | ISSAQUAH  |
| TRACT C       | 0.14±        | PUBLIC WOODS                 | ISSAQUAH  |
| TRACT D       | 0.1±         | PUBLIC ALLEY                 | ISSAQUAH  |
| TRACTS E & F  | 0.03±        | OPEN SPACE WETLAND BUFFER    | IHCA      |
| ROW           | 0.47±        | RIGHT OF WAY                 | ISSAQUAH  |
| TOTAL         | 428±         |                              |           |

| PROJECT SUMMARY                      |           |
|--------------------------------------|-----------|
| LOTS 1-36                            | 321± AC.  |
| TRACT A, E & F                       | 0.23± AC. |
| RIGHT-OF-WAY                         | 0.47± AC. |
| FUTURE RIGHT-OF-WAY (TRACT B, C & D) | 0.31± AC. |
| TOTAL                                | 428± AC.  |

There are 2 Tract E's shown on the plat plans. Tract E located off-site to the south and east of the subject parcel was created by SP11-00001 and is not within the boundaries of the subject plat. Tract E within the plat boundaries is for the small area of the Wetland EF23 buffer which encroaches into the plat. This tract is intended to separate the wetland buffer area from the adjacent residential lots, and remain undeveloped in perpetuity.

**Background/History**

The following provide background/historical information relevant to this application:

- Issaquah Highlands was identified as a receiving site for Transfer of Development Rights or TDRs. The WSDOT TDR developable area is 35 acres, formerly owned by the State of Washington, and was annexed by the City of Issaquah in 2010.
- On February 10, 2011, the City approved a short plat, SP11-00001, for the property contained in the WSDOT TDR area. This plat created the developable parcels, including Parcel 2.
- On February 18, 2011, the WSDOT TDR Development Agreement was executed to govern the development of the area incorporated by the City of Issaquah as part of a TDR agreement.

**Public Notice**

A Notice of Application was distributed on October 3, 2012 and the property was posted on March 1, 2013. A Notice of the Public Hearing was published in the Issaquah Press on March 6, 2013 and mailed to adjacent property owners on March 7, 2013. An Urban Village Development Commission (UVDC) public workshop/hearing is scheduled for March 19, 2013 to be continued

on April 2, 2013. Notice of the UVDC public hearing was provided in accordance with the requirements of WSDOT TDR Development Agreement, Appendix G- Processing of

## **Basis for Review and Approval**

### RCW

According to State law, to be approved, the proposed plat must comply with the requirements of IMC Chapter 18.13 (Subdivisions), and make appropriate provisions, as specified in RCW 58.17, that the public interest will be served by the subdivision and dedication; and that provisions have been made for, but not limited to, the public health, safety, and general welfare; for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds; and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

As per state law, every parcel must have legal access.

The review of the proposed preliminary plat is also based on its consistency with the WSDOT TDR Development Agreement as well as other sections of the City Code and the Comprehensive Plan. The development agreement contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. The development standards contained in the development agreements are intended to implement the urban village concept for WSDOT TDR, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

Not all of the appendices or standards contained in the development agreements are directly applicable to the preliminary plat, since the plat deals only with the layout of lots, tracts, easements, and streets. Building design standards, for example, would likely not come into play until individual building permits are under review. Any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification.

[Condition 2]

## **REVIEW**

### MAIN BODY OF DEVELOPMENT AGREEMENT

The Main Body of the WSDOT TDR Development Agreement establishes the framework for all requirements of the Development Agreement, as established by Section 18.06.120.B of the Issaquah Municipal Code. It also contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of non-residential, required mitigation, etc.)

### SEPA Compliance

The proposed development within the WSDOT TDR project area has been addressed and analyzed in the WSDOT TDR Development Mitigated Determination of Non-Significance

(SEP10-001WS), Exhibit 10 of the Main Body. The Agreement set forth mitigations to be applied during the Terms of this Agreement, satisfying the SEPA requirements and may, pursuant to the procedures and standards set forth in SEPA, RCW Ch. 43.21.C, WAC h. 197-11, require a supplemental EIS, EIS addendum, DNS or MDNS requiring further mitigation measures beyond those in this Amendment, only to the extent:

- An implementing approval or requested modification exceeds the Project Envelope and governing Development standards; or,
- The City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(b), that substantial changes have been made to the Issaquah Highlands project so that it is likely to have a significant adverse impact not previously analyzed in a SEPA environmental document; or,
- The City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(b), that there is new information indicating probable significant adverse environmental impacts of the TDR entitlement not previously analyzed.

The City has determined this proposal as an Implementing Approval, as defined in Exhibit 10 Main Body of the Development Agreement, is within the Project Envelope. As specified in Exhibit 10, the existing Mitigated Determination of Non-Significance shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

The following mitigation measures from the WSDOT TDR Development Agreement (WSDOT TDR Development Agreement, Section 4.0) shall apply as conditions to the subject proposal. The mitigation measures are either required as conditions in the body of the staff report (under the appropriate Appendix) or as required below.

- 4.1.3 *Trails.* Trails for bicycles and pedestrians will be provided as part of the Project by the Master Infrastructure Developer consistent with the Project Trails map (Exhibit I-1).
- 4.1.5 *Canopy Monitoring.* With the approval of permits for Landscaping, all trees, either new or retained on site, will be counted and tabulated. **CONDITION 3**
- 4.2 *Impact fees.* Compliance with the mitigation terms of this Agreement provides adequate and sufficient public facilities and services for development of the project entitlement. Traffic impact fees shall be waived in lieu of the mitigations provided in Section 4.4 of this Agreement, except for limited traffic improvement cost sharing as required in the Purchase Agreements (defined below) or any approved covenant on the Project area. Park Mitigation fees shall be satisfied through Section 4.1 of this Amendment. Police and Fire & General Government fees shall be satisfied prior to issuance of the first land use permit. Any fees due Grand will be identified in the Purchase Agreement(s) pursuant to Section 10 below.
- 11.4.2 *Mitigation Fees.* All mitigation fees have been satisfied except for the fees set forth in Section 4.2 and the school impact fees which shall be paid at time of permit, if applicable.
- 11.4.4 *School Impact Fees.* Permit applicants shall pay School Impact fees in place at time of permitting, as levied by the City. [**Condition 4**]

**FINDING:** The proposed preliminary plat meets the Project Envelope as defined in the relevant portions of the sections of the Development Agreement and is, therefore, consistent with the Development Agreement. The mitigation measures and impact fees specified in the WSDOT TDR Development Agreement have been included as preliminary plat conditions of approval.

### PLANNING GOALS & COMMITMENTS - APPENDIX A

WSDOT TDR's seven Goals are similar and related to those of Issaquah Highlands.

#### ***Guiding Principle:***

*The primary goal or purpose of the Planning Goals & Design Guidelines is to provide residential and non-residential campus neighborhoods that compliment those found in Issaquah Highlands, embracing pedestrian importance, sustainability, and the social public realm of neighborhood design; and, are further described through the Goals and Objectives found in this Appendix A.*

***Goal 1: Design a Neighborhoods (sic) with an overall character that reflects its location adjacent to Issaquah Highlands and the Mountains to Sound Greenway Corridor.***

The proposal meets this goal by creating a neighborhood that is pedestrian-oriented, includes a recreation/open space tract accessible to all residents, and provides an opportunity for a variety of housing types/designs that work with the circulation system.

A pedestrian system is provided by sidewalks along streets that connect to NE Falls Drive and access to the Issaquah Highlands. The main residential street (Road A) narrows into woonerfs, to access lots, minimizing road widths to limit traffic and prioritize pedestrians.

The proposed house types/designs include traditional front-loaded garage style homes as well as homes accessed from an alley (rear-loaded) with their front porches facing either the main road to the east or the recreation tract to the west. In general, the proposed residences are oriented to face the street and have a clear, direct access from the front door to the street. There are several lots (ex: Lots 7, 8, 16, 17) where the garages are more prominent along the woonerfs/access than the front doors of the homes. To promote a neighborhood design with houses fronting and related to the street and to support a pedestrian orientation, all the proposed residences shall have a direct connection from the front door to a sidewalk or woonerf. This also implements Pedestrian Circulation Design Guideline #8. [Condition 5]

***Goal 2: Promote sustainability throughout.***

Green building concepts shall be encouraged per this Goal. The WSDOT TDR Development Agreement requires homes to incorporate green building. A lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood.. The WSDOT TDR Agreement minimizes light spill and levels while providing for a safe environment with light fixtures that are pedestrian scale and full cutoff.

A lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood, consistent with the sustainability objectives identified in the Main Body, the Goals, and Guidelines (e.g. Preferred Street Layout, Design Guideline #5 and #8). [Condition 6]

To reduce stormwater runoff and to promote infiltration, at least 25% of roadways and alleys within Parcel 2 must be pervious paving or use Low Impact Development stormwater management techniques. This is a condition of approval of AMM12-00001.

***Goal 3: To encourage a large institutional use in a campus setting that blends in and is compatible with the surrounding properties.***

This goal is related to the Bellevue College development on Parcel 4 of the WSDOT TDR area. It doesn't apply to the proposed single-family residential subdivision.

***Goal 4: Preserve and protect the natural environment within and adjacent to the Project neighborhoods.***

There are no critical areas on the project site. Wetland EF23 is adjacent to the east boundary of the site. Small areas of the Wetland EF23 buffer extend onto the east part of the site and the buffer area has been placed into separate tracts (Tracts E and F), in order to separate the buffer area from the adjacent residential lots.

The parcel abuts City-owned open space, the buffer of Wetland EF 23, along the east parcel boundary. Where logging and clearing occurs adjacent to the Wetland EF23 buffer and forested open space, the applicant will be required to monitor edges for hazard trees and blowdowns for 3 years. Where trees are removed or lost to blowdowns, the applicant shall plant evergreen trees consistent with the City's Tree Replacement Code (IMC 18.12.1390), subject to approval by the property owner. This is required as Condition 14.

***Goal 5. Plan a roadway and trail circulation system that provides attractive, safe, comprehensible, and convenient multi-modal access throughout the neighborhoods.***

The proposed roadway system provides for safe and convenient multi-modal access through the neighborhood and connecting to the Issaquah Highlands. The main residential street (Road A) narrows into woonerfs to minimize road widths and prioritize pedestrian use. The woonerfs are specifically designed with a narrow width to limit traffic and constructed with textured paving to signal pedestrian priority to motorists. The primary pedestrian circulation system throughout the WSDOT TDR are sidewalks, as sidewalks are a required element for all streets. Sidewalks provide for the interconnectivity within the WSDOT TDR and are a critical component to neighborhood character and encouraging walking. The proposal provides sidewalks on both sides of Road A.

A trail is included in the recreation/open space Tract A on the west part of the site. The trail would connect to the sidewalk along Road A at the north end of the site and to Woonerf 1 at the south end of the site, to provide access to all residents in the neighborhood. An "entry feature" is shown at the trail ends connecting to the public streets. The "entry features" would include landscaping and signage to enhance visibility and accessibility, and the details would be reviewed with construction permits.

There is a potential trail connection to the west, going across the PSE/Williams gas easement, to connect to the trail through the Burnstead development on Parcel 1A. Condition 38 requires the applicant to provide a trail stub from Tract A for a future trail connection to the west.

***Goal 6. Create a variety of housing types, densities, and costs while providing a consistent identity throughout the neighborhoods and consistency with Issaquah Highlands.***

The proposal includes a variety of detached single-family residential housing types/designs, including, traditional front-loaded garage style homes fronting the street, as well as rear-loaded homes accessed from an alley with their front porches facing either the main road to the east or the recreation tract to the west.

**Goal 7. Provide for open space, parks and recreational facilities that contribute to the character of the neighborhoods and provide recreational opportunities for residents and visitors.**

The proposal includes Tract A (8,900+ SF), an open space tract proposed along the west boundary of the parcel. It can be accessed from Road A at the north end of the parcel or from Woonerf 1 at the south end of the plat, so the open space tract is proximate and accessible for use by all residents in the neighborhood. Condition 40 requires the applicant will provide more details of the park improvements, trail specifications, trail entry features, and landscaping with future permits.

### Design Guidelines

The Design Guidelines include site design and architectural design guidelines. The Guidelines that are applicable to a preliminary plat are reviewed under elements of this staff report, and where pertinent are used to support project conditions. The following discusses one area in which revisions based on the Guidelines are necessary.

Sociable Public Realm and lot arrangement:

The Development Agreement's Guiding Principle, the project Objectives 1.2, 1.4, and 6.6, and the Design Guidelines' Introduction, indicate the Sociable Public Realm as an essential component of achieving the vision. To achieve the sociable public realm, it is necessary to "...[site] structures ... to reinforce the street." and "In all neighborhoods the buildings, streets, trails and shared community spaces work together to promote interaction between community members, reinforcing the sociable public realm." Also Guideline #1 under Architectural and Site Design states: "Reinforce the relationship of homes and non-residential buildings to the streetscape and other public spaces through appropriate setbacks, interesting and human scaled building forms, and activities facing the street or public space that make the sociable public realm lively." And "Living space and front yards facing the street contribute to the sociable public realm." In other words, to achieve the Sociable Public Realm, all lots need to have a strong relationship to a street. In some cases the proposed arrangement doesn't lend itself to this, e.g. Lots 16 and 17. The private access easement must be designed as a woonerf or other pedestrian oriented element, extending the street and providing the opportunity for homes to have a public face, thereby contributing to the success of the Sociable Public Realm. [Condition 7] In addition, the configuration of homes that will be built in this plat must deemphasize the automobile consistent with the following Objectives:

Objective 5.2: "...The entire composition of the street, including trees, walks, front yards, plazas, and building façade elements such as porches, stoops, and balconies, define and contain a common space for residents to enjoy."

Objective 6.2: "...Diminish the dominance of garages and structured parking by using alleys, setbacks, and/or architectural and landscape features."

Though the preliminary house designs shown are not under review with this plat, Sht P04 does give some indication where there might be challenges with house layouts achieving the Sociable Public Realm, e.g. Lots 7, 8, 16, 17, 22. During building permit review, the porches and active

areas of the homes must be more prominent than the garages, which may necessitate flipping homes to diminish the garages presence and provide a strong connection to and presence of the house.

### PUBLIC & PRIVATE STREET STANDARDS - APPENDIX B

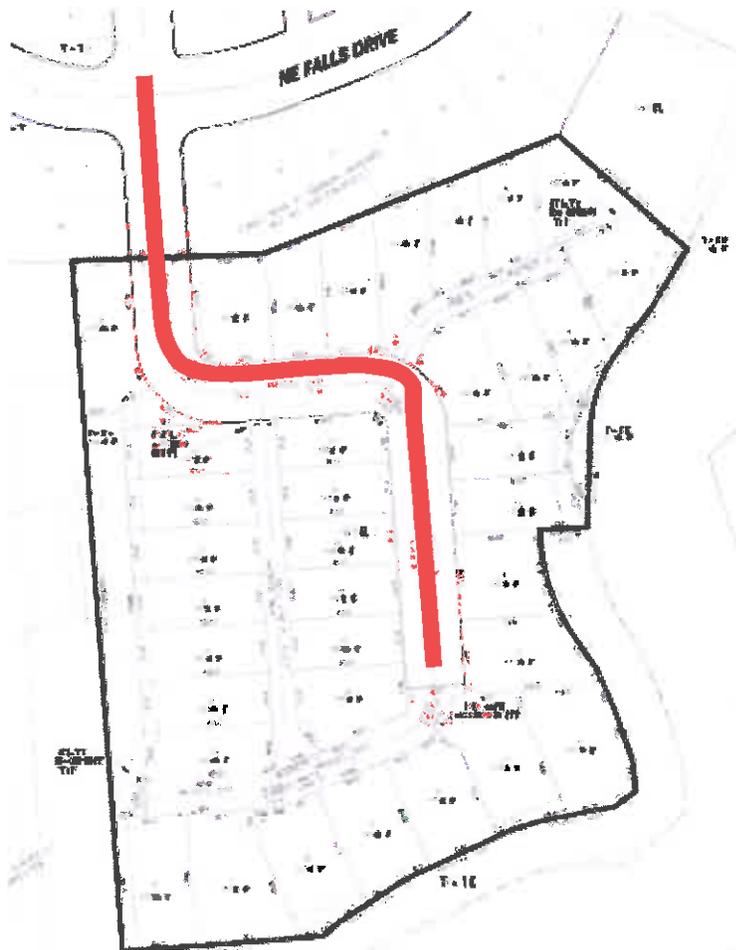
Appendix B establishes standards for all streets, woonerfs, and alleys, whether public or private, within WSDOT TDR.

Access to Parcel 2 would be from NE Falls Drive and an extension of 14<sup>th</sup> Pl NE from the Forest Ridge subdivision. Both roads have been fully constructed to City standards, up to the edge of Parcel 2.

Sheet PO5 of the preliminary plat plans provide sections for all proposed residential streets, woonerfs and alleys.

### Road A

Road A is the main public street access providing the primary connection into the site. The Appendix requires all public streets to be connected, no public street may be accessed solely from a private street. Road A meets this standard, it is an extension of 14<sup>th</sup> Pl NE from the Forest Ridge subdivision.



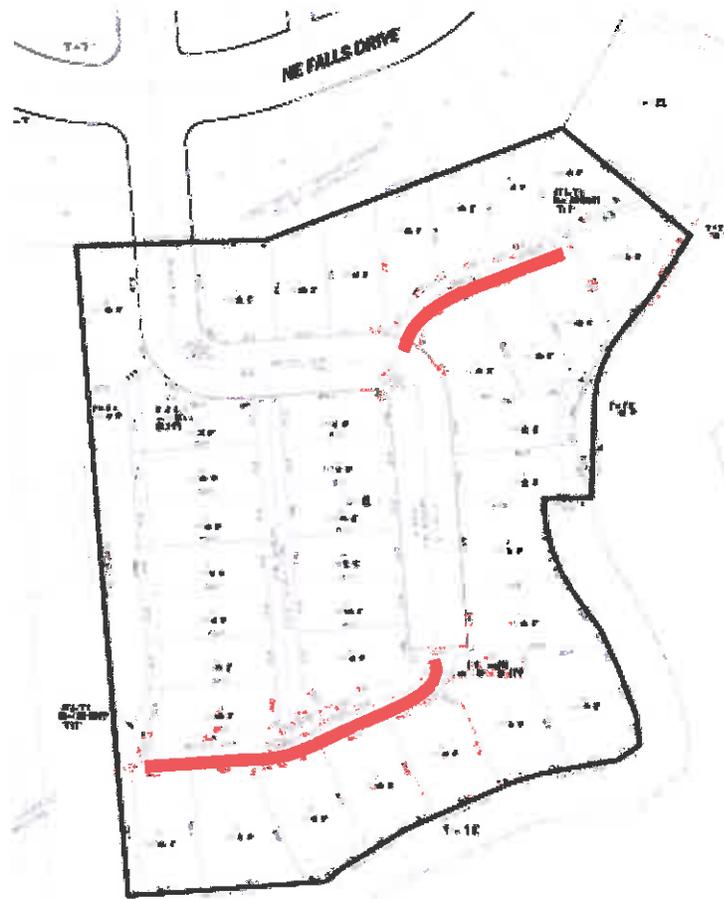
Road A is designed to meet standards for a street type "Street 4." Section 2.0, Street Types, lists the specific street standards as follows:

| STREET TYPE | ADT    | ROW | # LANES | PARKING    | BIKE LANES | DESIGN/POSTED SPEED |
|-------------|--------|-----|---------|------------|------------|---------------------|
| STREET 4    | <1,200 | 43' | 2       | BOTH SIDES | NONE       | 25/25               |

Road A meets the above street standards with the exception of providing for continuous parking on both sides of the street. Parking lanes are shown along one side of the straight segments of Road A, on-street parking is not provided around road curves nor along the street frontage of front-loaded homes. Parking is not located on the curves as it is difficult to use and thus may reduce travel lane width, impacting emergency services access. The Applicant has elected to provide parking on just one side of the road since parking is available in the adjacent driveways and garages, and there is often insufficient curb length between driveways for on-street parking. The proposed on-street parking would provide for 14 parking spaces. An Administrative Minor Modification, (AMM13-00006), has been approved to modify the project-wide standard, clarifying that this road type is only for parking on one side of the street. The proposed road section is identical to the road section in the adjacent Forest Ridge plat, and continues it into the plat.

**Woonerfs**

The proposal includes 2 woonerfs extending off Road A to provide access to lots. Woonerfs are circulation facilities intended to be shared by pedestrians, bicycles, and vehicles, with pedestrians having priority. The woonerfs are shown on the plans as Tracts B and C, and are proposed to be dedicated to the City upon recording of the final plat. However, the woonerf dead-ends are not designed for efficient public maintenance. Therefore, Woonerf 1, to the west of the Alley, shall remain in private ownership. [Condition 8]



Section 2.0, Street Types, lists specific standards for woonerfs as follows:

| STREET TYPE | ADT        | ROW        | # LANES | PARKING   | BIKE LANES | DESIGN/POSTED SPEED |
|-------------|------------|------------|---------|-----------|------------|---------------------|
| WOONERF     | < 22 HOMES | 18' (36')* | 2       | ONE SIDE* | NONE       | 10/NONE             |

\*optional parking “bays” may be provided perpendicular to travel lanes. No more than 5 spaces may be grouped without a minimum 16-foot break. In no cases shall parking bays be placed back-to-back.

Woonerf 1 extends off the south end of Road A and would provide access to 7 lots on the south portion of the site (Lots 16-22). Woonerf 1 connects Road A to an alley which provides for a circular loop connection back to Road A. Woonerf 2 comes off Road A and provides access to 8 lots (Lots 4-11) in the northeast corner of the site. Sheet PO5 provides sections of the 2 woonerfs.

Woonerf 1 is 25 feet wide; an 18-foot street section with a 7-foot wide parking lane which provides 6 on-street parallel parking spaces. Section 2.0 requires parking bays to be perpendicular to travel lanes and no more than 5 spaces may be grouped. An Administrative Minor Modification, (AMM13-00005), has been approved to modify the standard and allow for a 25-foot wide ROW with parallel parking on one side of the street.

Woonerf 2 is 18 feet wide, with no parking bays provided. Woonerf 2 meets the standards in Section 2.0.

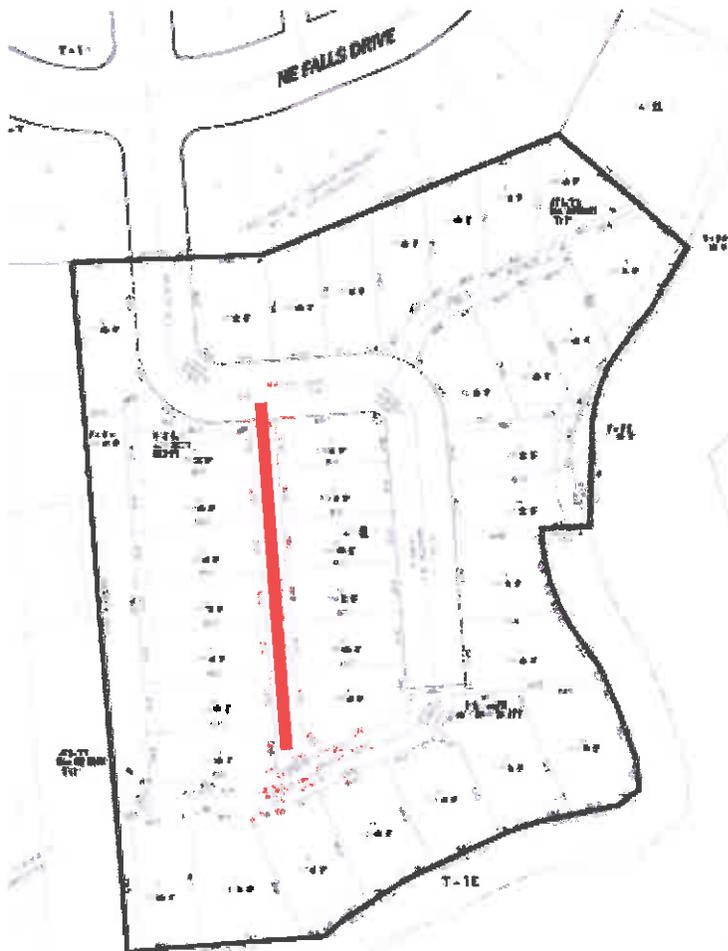
The proposed woonerven sections (Sheet PO5) show the street surface as concrete. Section 2.0 requires woonerven to be textured concrete or pavers; an alternate paving surface slows motorists

and enhances pedestrian priority. This will be required with review of construction permits and is included in the General Standards.

Woonerven don't allow curbs. Therefore, the woonerven shall be designed with an inverted crown for storm drainage except where parking is provided or grading does not accommodate the use of inverted crowns. If a woonerf provides both parking and drainage to one side of the road, these should be combined to the same side. Finally, to ensure drivers on woonerfs can see pedestrians, it is necessary to limit landscape and architectural features placed near walkways. [Condition 9]

Alley

An alley is proposed connecting to Road A on the north and to Woonerf 1 on the south, allowing a circular loop connection. The alley would provide rear access and parking for Lots 23-35. The rear access allows for Lots 23 through 28 to front on Road A without multiple driveway cuts. The rear access for Lots 29 through 35 allows for the front of the residences to face out onto the recreation Tract A. The alley also provides access for garbage service and for emergency services a continuous loop for exiting. No parking is allowed in alleys to ensure there is also emergency access, particularly for the rear-accessed homes on Lots 29-35, who will use the alley for all vehicular access. Since this will be the only access point for emergency services, any fence along the alley must have a gate and the home must have a back door; the garage door may not substitute for that. [Condition 10]



Section 2.0, Street Types, lists specific standards for woonerfs as follows:

| STREET TYPE | ADT | ROW | # LANES | PARKING | BIKE LANES | DESIGN/POSTED SPEED |
|-------------|-----|-----|---------|---------|------------|---------------------|
| ALLEY       | N/A | 18' | 2       | NONE    | NONE       | 10/NONE             |

Sheet PO5 includes a section of the alley. It shows an 18-foot wide paved surface and 18-foot total ROW width. The alley complies with the ROW width standard of Section 2.0; however, when the alley provides fire service access it must be paved the full 18 ft to ensure there is sufficient room for a fire apparatus to set up. The applicant proposes 18 ft of paving that will be composed of 14 ft of asphalt with 2 ft of concrete on either side (Detail on Sheet PO5). However, the paving width should be limited to create the perception that the alley is narrow, and thus to encourage drivers to move slowly. The alley should be paved to 18 ft of width with 12 ft of asphalt in the center, and 3 ft of concrete on either side. This will be reviewed with Utility Permits. In addition, this is consistent with the Issaquah Highlands standard and the WSDOT TDR Guiding Principle. **[Condition 11]**

The section (Sheet PO5) shows garage doors of the rear-loaded homes would be setback 13 feet from the centerline of the alley or a total vehicle backup width of 23 feet. Though not specified in this Development Agreement, this is consistent with Issaquah Highlands and ensures the ability of a car to back out of a garage in a single turning movement.

Fire turnarounds – Section 2.0 Street Types includes standards for fire apparatus turnarounds.

The fire turnarounds shown in this Appendix do not apply to this plat for the following reasons; however, there are restrictions on some homes as follows: All homes except Lots 4-10, 16, 21-22 have direct access from a through-route such as Road A, portions of Woonerf 1, and the Alley. Homes with direct access to this through route meet fire department access needs. For those ‘exceptions’ listed above, the fire truck must have the following access:

Fire Access Condition: All portions of all houses shall be within 150 feet of fire truck access, as the hose lays (not the crow flies). Fire trucks will not pull into the private driveway accessing Lot 16. Therefore, all portions of the house located on Lot 16 shall be within 150 feet of the fire truck access off Woonerf 1. This standard will be reviewed with Building Permits. **[Condition 12]**

Streetscape 3.0

Mailbox locations are to be shown on the preliminary plat application, and approved by the Designated Official and US Postal Service concurrently. The mail kiosk(s) should be centrally located, though USPS will likely want the mailbox kiosk near the road. Mailboxes are to be located in planter strips on public or private streets, or in common areas internal to private developments. Where mailboxes are placed in the landscape area along streets, the structure should be designed to be compatible with the adjacent development. The plans show a mailbox kiosk adjacent to Road A, near the entry to the development (Sheet PO4). The location is also adjacent to the recreation Tract A and the trail entry feature. The location is visible and convenient to access for all residents of the development. The applicant should look for opportunities to use required features, such as mail kiosks and street furniture, to create community gathering spots. (This implements Architectural and Site Design Guideline #12.)

Prior to submitting permits for construction or with the ASDPs for the common area tracts, the applicant shall confirm the mailbox location is approved by the USPS, and show it is integrated with the landscaping and trail/recreation tract entry feature. [Condition 13]

#### General Standards 4.0

The following general standards are required in the WSDOT TDR Development Agreement and shall be reviewed and confirmed with Final Plat, Utility and Building permit review.

#### **2.0 Street Types**

Woonerfs are required to be textured concrete or pavers; an alternate paving surface slows motorists and enhances pedestrian priority.

As the deadend portion of Woonerf 2 is longer and the end of it cannot be seen as one enters, a turnaround must be available for private vehicles, such as through the use of the private drives at the end. The design and necessary easements will be evaluated during Final Plat review.

#### **4.1.3 Sidewalk Access/Maintenance/Repair Easement**

When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary.

#### **4.1.5 Driveways**

Driveways are permitted to fifteen percent (15%) grade. Conditions of approval may include: limiting the distance to the rear of the structure to 150 feet, stairs with handrails, etc.

Driveway widths shall be minimized and shall not exceed the following:

Single-family residential: 16 feet

It is important that there is sufficient length in driveways if they are intended for parking. If this length is not provided, then cars either overhang onto sidewalks, impacting pedestrian access (inconsistent with Appendix A) or ADA access; or they overhang into the alley impacting fire truck access, creating a safety hazard. Driveways from streets, woonerfs, or alleys shall provide at least 18 feet of length on the lot if the driveway will be used for parking (consistent with parking standards in Appendix C). Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking.

Transitions from streets to alleys, woonerfs, and access drives require a driveway cut (ramp) rather than a street cut (curbs). It appears the applicant has shown these in all locations.

#### **Curbs**

All curbs shall be vertical except in special circumstances such as for EF&R fire access or garbage collection. For instance, it may be necessary that mountable curbs are necessary on either side of the alley entrances to accommodate garbage truck turning radii. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. No extruded curbs are allowed as they are not durable.

#### **No Parking Signs for Fire/Emergency Access**

No parking, Fire Lane signs shall be posted in the alley and with any vehicular routes necessary for emergency service vehicles, e.g. alleys, Woonerf 2, and portions of Road A and Woonerf 1. This

signage shall be installed prior to construction to ensure contractors, etc. do not block emergency access.

### 1.3.1 Street Trees

All street trees planted within 4 ft. of paved surface shall be installed with root barriers a minimum of 18 inches deep, for an appropriate length based on root structure.

### Single-Family Garages

The single family garages shall be sized for two cars, parking stall dimension standards will apply to the single-family garages. The single family garages will also need to be sized for three waste containers. This ensures that the containers are out of sight and not accessible by wildlife who are attracted to the easy food source. It also implements Sustainable Building Technologies Design Guideline #6. It is assumed that required bike parking will occur within the garages.

## 3.0 Building Setbacks and Building Height

A 5-foot minimum building setback requirement is required from public rights-of-way, rear and interior property lines. A maximum building height of 50 feet (4 stories) is allowed.

**FINDING:** With the proposed conditions and the General Standards that will be reviewed and confirmed with Final Plat, Utility and Building permit review, the proposed plat is consistent with applicable street requirements and standards of the Development Agreement.

## PARKING STANDARDS – APPENDIX C

Appendix C provides the parking requirements for WSDOT TDR area.

Section 3.4 – Table of Off-street Parking Spaces, requires a minimum of 2 off-street parking spaces for residences with 2 or more bedrooms. Section 2.4 – Location of Parking, requires parking for single family detached units to be on site.

The proposal is for single-family detached housing. Though parking is not reviewed with a plat, the plan submittal shows each residence with a 2-car attached garage. Parking stall dimensions will apply in single-family garages. Other parking lot and construction standards do not apply to single-family garages. The single family garages will also need to be sized for two cars as well as the three waste containers. This ensures that the containers are out of sight and not accessible by wildlife who are attracted to the easy food source. It is assumed that required bike parking will occur within the garages. This is required under the General Standards and will be reviewed and confirmed with Final Plat, Utility and Building permit review.

All the front-accessed homes would have driveways available for parking. Driveways from streets, woonerfs, or alleys that are intended for parking shall provide at least 18 feet of length on the lot. Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking. This is required under the General Standards and will be reviewed and confirmed with Final Plat, Utility and Building permit review.

The proposal includes on-street parking. Road A includes on-street parking for 13-14 vehicles and Woonerf 1 includes 6 parallel parking spaces. The additional on-street parking is useful to accommodate unassigned guest parking.

FINDING: The proposed plat is consistent with applicable parking requirements in the Development Agreement, and will be verified through Building Permit review.

AFFORDABLE HOUSING STANDARDS – APPENDIX D

Appendix D includes affordable housing requirements for the WSDOT TDR area. Parcel 2 is not obligated to provide affordable residential units. Accessory dwelling units (ADUs) would be allowed and would not count toward the Project entitlement. ADUs may provide additional opportunities for affordable housing.

FINDING: The proposed plat is consistent with applicable affordable housing requirements and the Development Agreements.

LAND USE STANDARDS – APPENDIX E

Appendix E identifies Land Uses, Densities, and Clearing/Grading for each parcel in the WSDOT TDR.

Land Uses and Density 2.0

The Land Use Map (Exhibit E-1) outlines the land uses and entitlement allocation for each development parcel.

| Area     | Allowed Uses | Allowed Residential Density and Units  | Proposed Residential Density and Units |
|----------|--------------|--|--|
| Parcel 2 | Residential  | 3-12 du/ac<br>60 ERUs - dwelling units | 8.41 du/ac<br>36 dwelling units        |

The proposed detached single family residences and the density is consistent with this Appendix.

This chapter also establishes other allowed uses including Open Space. Per Section 2.3, Open space areas within the project are to be provided in close proximity to all residents; some open spaces will serve the entire community while others serve the nearby residents. Open spaces are aligned with roads and/or trails to emphasize their role as neighborhood design features, community focal points, and to provide ease of access. Tract A (8,900+ SF) is an open space tract proposed along the west boundary of the parcel. Appendix I also includes more specific standards for landscaping, trails and parks.

Building Setbacks and Building Height 3.0

Buildings are not usually reviewed with preliminary plats, as the purpose of platting is to review land uses and lot configuration as well as infrastructure, not setbacks and heights. However, the applicant has provided possible house layouts. Sheet PO4 shows buildings/residences on each lot and the proposal appears to meet the 5-foot minimum building setback requirement, if these structures were eventually proposed. A maximum building height of 50 feet (4 stories) is allowed. These standards are required under the General Standards and will be reviewed and confirmed with Final Plat, Utility and Building permit review.

FINDING: The proposed plat is consistent with the allowed uses and residential density. Applicable dimensional requirements will be verified through future building permit review.

### Clearing and Grading 6.0

In addition to land uses and density, Appendix E defines allowable clearing and grading. No logging or clearing is allowed prior to the issuance of a Land Use permit. Prior to logging, the applicant shall survey and erect construction fencing along the parcel boundary.

Clearing is not permitted within critical area buffers. The 100-foot buffer from the off-site wetland EF 23 extends slightly (maximum 15 feet) onto the east parcel boundary. The wetland buffer is contained in Tracts E and F and these buffer area tracts will be outside construction clearing limits. The building setback (BSBL) from an off-site steep slope critical area to the west of the parcel extends onto Tract A, the open space tract along the west parcel boundary. Clearing and grading is allowed within the BSBL, only buildings and structures are restricted in the BSBL.

The parcel abuts City-owned open space, the buffer of Wetland EF 23, along the east parcel boundary. Where logging occurs adjacent to forested open space, the applicant shall monitor edges for hazard trees and blowdowns for 3 years, and remove them under the City Arborist's supervision. Where trees are removed or lost to blowdowns, the applicant shall plant evergreen trees consistent with the City's Tree Replacement Code (IMC 18.12.1390), subject to approval by the property owner. **[Condition 14]**

Prior to logging, the applicant shall survey and erect construction fencing along the parcel boundary. Following all logging and clearing within 100 feet of the parcel boundary, the applicant shall provide the Designated Official with certification that these activities did not extend beyond the permitted construction boundaries. **[Condition 15]**

Section 6.2 requires that any land that is cleared and not used for development will be revegetated with native plantings, including evergreen trees. Any cleared land that sits idle for 6 months shall be revegetated, and any revegetated areas shall be maintained for 3 years. **[Condition 16]**

Sites within the WSDOT TDR area may be graded, cut and filled to facilitate urban development. Prior to grading activities, the applicant must provide geotechnical analyses demonstrating soils can accommodate the proposed development. **[Condition 17]**

Grading activity would require the import or export of soil material. The applicant shall demonstrate that hauling to import or export soil has been minimized through the on-site reuse of graded materials, to the satisfaction of the Designated Official. **[Condition 18]**

Natural grades are to be preserved to the extent possible and fills may not exceed 12 feet from the pre-development grade (Section 6.2). Per the Preliminary Grading Plan (Sheet PO5), fill along the south boundaries of Lots 18-20 may exceed 12 feet, which with permits for grading be reviewed for compliance.

**[Condition 19]** Fill shall not exceed 12 feet from the normalized pre-development grade. This shall be verified particularly for the proposed fill along the south boundaries of Lots 18-20. This is required prior to approval of grading plans.

Grading and fill placement along the south boundary of Lots 18-20 could create slopes greater than 40%. Structural fills that have a resultant slope of greater than 40% do not require steep slope buffers or setbacks under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the

guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer, and 4) special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials. Otherwise, these areas will be treated as critical area steep slopes under Appendix H. These measures will be reviewed with Grading or Utility Permits. [Condition 20]

### Retaining Walls 6.6

A 2 to 4-foot high rockery is proposed in the southeast corner of the site, along the backs of Lots 16 and 17. This rockery is along the property boundary, within the 5-foot rear yard setback, as allowed by this Appendix. Retaining walls may not exceed 15 feet. The proposed rockery wall complies with height limit. It should be noted that if the rockeries exceed 4 ft they would need building permits and additional review.

### Open Space 2.3

See Appendix I - Landscaping, Trails & Park Standards for discussion of on-site open space.

**FINDING:** With the proposed conditions, the project proposal is consistent with the land use and clearing/grading requirements in the Development Agreement.

### WATER, SEWER AND STORMWATER UTILITIES – APPENDIX F

Water and sanitary sewer for the project is regulated by Appendix F of the Development Agreement. Stormwater service for the project is also regulated by Appendix F of the Development Agreement including the Master Drainage Plan. All water and sanitary sewers facilities will be constructed in accordance with the City's standard details.

### Sewer Service

Sewer service for the project is available in the Road A right-of-way. A sanitary sewer stub was extended to Road A specifically for this use.

The existing off-site sewer mains and conveyance facilities have sufficient capacity to service this application. The Development Agreement includes a discussion of the rights and responsibilities of the Developer if sufficient off-site sewer capacity is not available, however, these conditions do not apply as there is sufficient capacity for the 35 lots proposed in this application.

Development in this application will not be required to pay City General Facility Charges per Section 2.2, Appendix F of the Development Agreement. Any regional charges imposed by METRO, if any, must be paid by the applicant at the time of building permit issuance. [Condition 21]

The applicant must include details about the sewage system capacity impacts with each Building Permit and Utility Permit. On the face of each plan set, the applicant must include the following, as applicable: the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF) and the Peak Wet Weather Flow (PWWF)

associated with improvements in that application. The information must be in tabular format. [Condition 22]

All public sewer mains (i.e. all mains serving property owned by more than one owner) must be located in public right-of-way or within utility easements that provide a minimum of 15' of unobstructed space for access and maintenance. [Condition 23] All public sewer mains must include all-weather access for the City's Vactor Truck. [Condition 24]

All existing off-site sewer pipes must remain in-service during construction [Condition 25]

### Stormwater Service

The Development Agreement anticipated that stormwater from this Parcel would be discharged to the south, through a pipeline (called the Parcel 2 Tightline) provided by others, to an offsite discharge. Detention and treatment would be provided on-site prior to discharge to the Parcel 2 Tightline.

After the completion of the Development Agreement, and in consultation with the applicant, an alternative method for providing stormwater service to the project was approved by the City. This approval is contained in an Administrative Minor Modification (AMM12-00011) that is included in this staff report for reference; see **Attachment B**. In accordance with the AMM, some lots and impervious surface will discharge to the Parcel 2 Tightline as originally planned in the Development Agreement. These lots (and impervious surface) must comply with the Master Drainage Plan. In addition, the rooftops of the buildings on lots 8 through 21 (inclusive) will be discharged to the adjacent wetland through buried pipelines. These pipelines are shown on Sheet P06 and must be constructed in a manner that minimizes disturbance and impact to the wetland and buffer [Condition 26] The remaining lots and impervious surface may be discharged to an off-site stormwater system in Road A. This system eventually discharges to Falls Pond where the stormwater is detained and released off-site. Any surfaces that drain to Falls Pond must comply with the conditions noted in the AMM [Condition 27]

All stormwater from Pollution Generating Surfaces that discharge to Falls Pond must be treated in accordance with the MDP prior to discharge. [Condition 28] Treated stormwater must meet the Basic and Sensitive Lake Standards (Enhanced treatment is not required in accordance with section 1.2 of the Surface Water Design Manual). All stormwater that is discharged to the adjacent wetlands must be from Non-Pollution generating Surfaces (i.e. rooftops). [Condition 29]

Sheet P06 shows a stormwater pipeline on Lot 22 that connects portions of the site to the Parcel 2 Tightline. This pipeline is shown within a 10' easement. The easement is too narrow to meet City standards and must be increased to a minimum of 15' wide or the pipeline must be designed in a manner that mitigates the narrow access corridor and limited work area. [Condition 30]

There is a short section of pipeline from this project, where it intercepts the Parcel 2 Tightline (south of lot 22), that must be installed "off-site" on property owned by the City of Issaquah. This connection on City Property is hereby enabled with this application and no additional access easements or requirements are needed, other than City construction permits.

A short section of stormwater pipeline serving the project is shown on Lot 1 and the plans include a note to provide an easement for the section of piping on private property. This line shall be

relocated, presumably by the addition of a catch basin, so that it is not on private property and can remain in the right-of-way. [Condition 31]

#### Water Service

There is sufficient off-site water supply and storage for this project and no off-site improvements are necessary. Water is available in Falls Drive with adequate pressure and flow for the single family housing shown in the application. Water lines will be installed in the streets and looped to provide redundancy. Two off-site connections are required in order to meet redundancy requirements and two connections are shown: one in Road A and a second through Parcel 3 which then connects to Falls Drive. This second connection requires an easement through Parcel 3 and no evidence of that easement has been obtained with the application. Although the Parcel 3 connection is the logical and preferred connection, if an easement cannot be obtained, the main must be looped at an alternative location that is geographically and hydraulically remote from the primary location (i.e. not in the Road A right-of-way). Most likely this will be by installing the second main to the west, through the PSE and Williams Gas Easements to a connection in Parcel 1. [Condition 32]

All metered connections must pay the Regional Connection Charges in effect at the time the meter is permitted, but no City Water Connection Charges are required (Appendix F, Section 1.4) [Condition 33]

#### PROCESSING OF IMPLEMENTING APPROVALS & MODIFICATIONS OF STANDARDS – APPENDIX G

Appendix G establishes the permit procedures for all land use and construction permits and modifications. In addition, it establishes procedures for appeals and public notice and empowers a Designated Official and a Commission. Preliminary Plats in this agreement are processed with the Hearing Examiner as the decision-maker, rather than the Council, following a Commission recommendation.

FINDING: The processing of this proposed plat is consistent with processing and public notice requirements of the Development Agreement.

#### **Comprehensive Plan Compliance**

Applications submitted for the Urban Villages need to not only be consistent with the applicable DA and Issaquah Municipal Code, but must also demonstrate consistency with the Issaquah Comprehensive Plan. See **Attachment A** for excerpts from the Comprehensive Plan that illustrates consistency with the submitted application.

#### CRITICAL AREAS REGULATIONS – APPENDIX H

Appendix H establishes standards for protection and regulation of critical areas such as steep slopes, wetlands, and coal mine hazard areas within the WSDOT TDR area. Exhibit H-1 – Critical Area Map, shows the critical areas preliminarily identified in the Development Agreement.

No critical areas have been identified within Parcel 2. However, there are critical areas adjacent to the site and their associated buffer areas and building setbacks extend onto the subject site.

### Wetlands - Wetland EF23

Wetland EF23 is adjacent to the east boundary of the site. The wetland delineation and wetland rating was completed with preparation of the Development Agreement. Section 8.0.B requires a 100-foot wetland buffer, and 8.0.C. requires a 15-foot building setback from the buffer. Small areas of the Wetland EF23 buffer extend onto the east part of the site and the buffer area has been placed into separate tracts (Tracts E and F), in order to separate the buffer area from the adjacent residential lots. Critical area protection mechanisms in Section 8.0.A require buffer areas to be protected in tracts or with restrictive easements, to remain undeveloped in perpetuity and recorded on all documents of title of record. The wetland buffer Tracts E and F are part of the larger buffer area for Wetland EF23, owned by King County. With final plat drawings, the tracts shall be dedicated to King County so the entire wetland buffer is in contiguous ownership and maintenance responsibilities are clear. **[Condition 34]**

A 15-foot building setback is required from the outer edge of the critical area buffer (Section 8.0.C). The building setback from the buffer of Wetland EF23 extends onto the back of Lots 8-13. The plans show the proposed structures on these lots would meet the required 15-foot building setback. The 15-foot building setbacks shall be shown along the back of Lots 8-13, with the final plat drawings. **[Condition 35]**

The following additional measures are required in the Appendix to protect critical areas, and shall apply as conditions of the plat **[Condition 36]**:

- Prior to issuance of Utility Permits, permanent survey stakes, using iron or cement markers as established by current survey standards, shall be set delineating the boundaries between the critical area tracts and adjoining properties (9.0.B).
- Permanent signs identifying the type and value of the critical area shall be installed between critical area tracts and adjacent properties. Prior to occupancy of the residences single family lots adjacent to Wetland E23 buffer or other regulated critical areas, one sign shall be placed on every other common property line of Lots 8-13, or as otherwise determined by the Designated Official.
- To ensure that residents are aware of their property line placement and that inappropriate material is not put into the adjacent critical area, 4 ft tall, open metal fences shall be located on property lines.
- For any construction activities within 100 feet of the buffer of a critical area, an independent qualified professional shall be hired, acceptable to the Designated Official, to be on-site as needed to ensure construction does not exceed the limits indicated. Following construction within this area, a licensed surveyor shall certify to the Designated Official attesting that all activities were contained within the approved limits for both critical areas and project boundaries.

In order to enhance the hydrology of Wetland EF23, rooftops of the buildings on Lots 8 through 21 will be required to discharge into the adjacent wetland through buried pipelines. These pipelines must be constructed in a manner that minimizes disturbance and impact to the wetland and buffer. All stormwater discharged to the adjacent wetlands must be from Non-Pollution generating surfaces (i.e. rooftops). See Conditions 25 and 28.

### Steep Slopes

No steep slopes have been identified on Parcel 2. A steep slope borders the Parcel on the west. Section 8.0.B.2 states steep slope buffers are determined through a geo-technical evaluation with City peer review. A geotechnical report prepared for the applicant (Icicle Creek Engineers, dated January 23, 2013), concluded there is no surficial physical evidence of active deep-seated or shallow landsliding within or adjacent to the steep slope area and the soils are adequately stable. The report recommends that the buffer be reduced to 10 feet. It also recommends that no buffer is needed where steep slopes are less than 20 feet in height. The plans show the 10-foot steep slope buffer is to the west of Parcel 2 and doesn't extend onto the site. The 15-foot building setback extends onto Tract A, the open space tract along the west site boundary. The building setback area doesn't restrict grading or park improvements in the open space tract, it only limits structures, which is consistent with the proposed uses.

Grading and fill placement along the south boundary of Lots 18-20 could create slopes greater than 40%. Structural fills that have a resultant slope of greater than 40% do not require steep slope buffers or setbacks if the fill placement meets standards of Condition 19.

FINDING: With the proposed conditions, the proposed plat is consistent with applicable critical area regulations and the Development Agreements.

### LANDSCAPING, TRAILS & PARK STANDARDS – APPENDIX I

Appendix I includes specific standards for landscaping, trails, and parks. In general; landscaping, trail and park improvements are reviewed with construction permits. The applicant hasn't provided detailed information with the preliminary plat application.

#### Landscaping

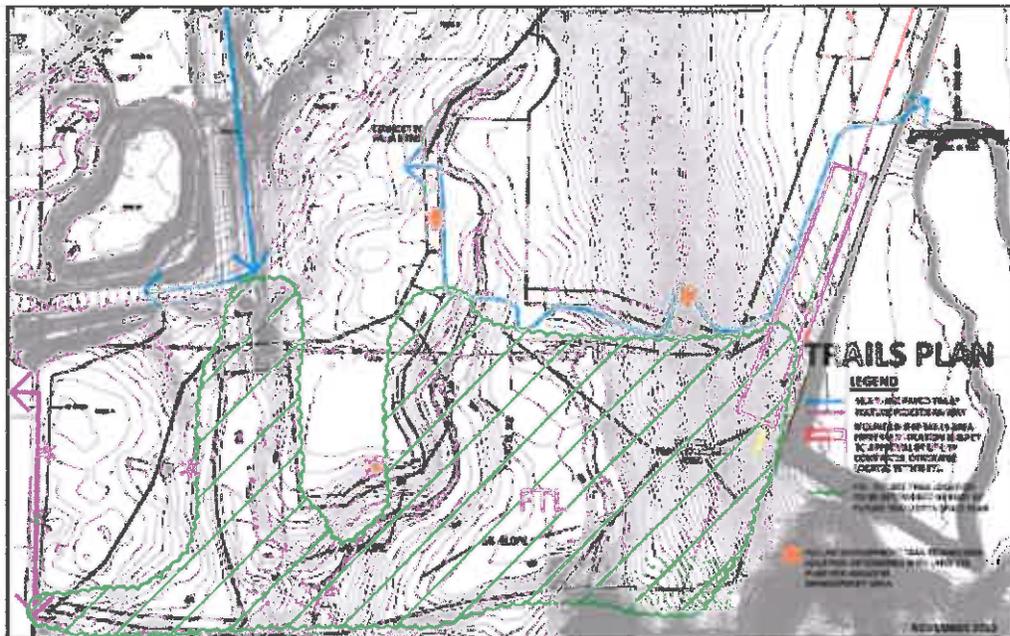
Street trees will be required in the landscape strip between the sidewalk and Road A. It should be noted that the Main Body, Section 4.1.5 requires that with the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. [Condition 37]

#### Trails

The Trails Plan (Exhibit I-1) shows **general** trail locations and potential trail connections in the WSDOT TDR area. The Exhibit has two notes relevant to this plat (see map below):

1. Along the southern edge of Parcel 2 a symbol that the legend identifies as: "future development trail connection location determined with land use development area."
2. The area around Parcel 2 is marked as "Future trail location to be determined as part of a future trail/open space plan."

With this proposal, it is possible to better to determine where a trail connection to either adjacent Parcels or surrounding open space might occur.



The applicant has not provided information about connections to off-site trails. There is a trail to the northeast of the subject parcel, with a connection through the Forest Ridge development, which connects to the future Bellevue College and Central Park. The trailhead in Forest Ridge is nearby and most easily accessed off NE Falls Drive. Otherwise, a connection would be required through Parcel 3 (offsite and under separate ownership) to access the Bellevue College/Central Park trail, and the trail connection would need to come off the end of Woonerf 2 and through one of the residential lots (Lot 7 and/or 8). This potential trail connection would not be obvious to residents and an easement through Parcel 3 may not be accomplishable by the applicant. There is a potential trail connection to the west, going across the PSE/Williams gas easement, to connect to the trail through the Burnstead development on Parcel 1/A. The applicant shall provide a trail stub from of Tract A for a future trail connection to the west. This trail stub will be signed with the Final Plat, to ensure future home buyers are aware of the potential facility. [Condition 38]

The Appendix lists 5 types of trails and associated standards; based on the trail users (i.e. pedestrians, bicycles), whether the trail connects to community-wide or regional trails, or whether the trail is located in forested areas or critical area buffers.

The proposal includes a trail in the open space Tract A on the west part of the site. The trail would connect to the sidewalk along Road A at the north end of the site and to Woonerf 1 at the south end of the site. Residences on Lots 29-35 would front on the open space tract and the trail

is adjacent to their front yards. In order to make the trail and open space tract more accessible to all residents of the development, the applicant is showing an “entry feature” at the trail ends connecting to the public streets. The “entry features” would include landscaping and signage to enhance visibility and accessibility, and the details would be reviewed with construction permits. Consistent with the Appendix E description that it’s for all residents and General Street Layout Design Guideline #5 guidance to use these as organizing elements, the points where Tract A connects to the pedestrian system should be open and welcoming. **[Condition 39]** Because the trail is intended for pedestrian use and it wouldn’t connect directly to a regional system, it would be improved according to the standards for a “Pedestrian Trail,” which includes a 6-foot tread width constructed of asphalt, concrete or special paving. However, as the front door access for the homes facing it, the trail should be designed to meet the sidewalk standard, which would be concrete.

#### Park, Plaza, and Informal Gathering Area Standards

Parks, plazas or public/quasi-public gathering spaces are required within each Development Parcel, and a plan for a proposed Park, Plaza, and/or Informal Gathering Area shall be submitted as part of an application for a preliminary plat or other required development permit. Open space areas within the project are to be provided in close proximity to all residents; some open spaces will serve the entire community while others serve the nearby residents. The Appendix describes several different park types depending on the desired function and location of the facility.

The proposal includes Tract A (8,910 SF) as a recreation/open space tract, located along the west boundary of the parcel. It is the only park, plaza, or informal gathering space provided for the entire plat and is intended to serve the entire plat’s needs and therefore should include some active uses. Lots 29 through 35 would front directly on the recreation tract and trail, but it is intended to be publically accessible. Thus Tract A needs to balance the use of the area for recreation and shared space for all residents of the plat with the direct pedestrian access to the homes facing onto the tract. This ensures both ease of access and reduces confusion about what property is within their lot, and what is shared within Tract A. For the shared open space use, it is important that the entries into Tract A are apparent to and welcome all plat residents. The applicant has indicated an ‘Entry Feature’ at both the north and south ends of Tract A to enhance visibility to all residents. To comply with General Street Layout Guidelines #5 and 7, Pedestrian Circulation System Guideline #8, Architectural and Site Design Guideline #2, with the development of detailed designs for the entries to Tract A, the Applicant will make the entrances more prominent and welcoming. Condition 38 requires that the “Entry Features” include landscaping and signage to enhance visibility and accessibility to all residents and the public, and the details would be reviewed with construction permits.

The applicant hasn’t provided details of the park/recreation tract improvements. The park shall include active uses and street furniture because it is intended to serve the needs of all plat residents. The specific landscaping and park improvement details will be reviewed with construction permits **[Condition 40]**.

**FINDING:** With the proposed conditions, the proposed plat is consistent with applicable landscape requirements and the Development Agreements.

SIGN STANDARDS – APPENDIX J

Signs in the WSDOT TDR area defer to the Issaquah Highlands sign standards (Appendix Q).

No signs are proposed with this preliminary plat application.

FINDING: The proposed plat is consistent with applicable signing requirements and the Development Agreements.

CITY DEPARTMENT REVIEW COMMENTS

**A. Fire**

Comments were incorporated into the Staff Report:

No parking allowed in alley. Post signs as per the municipal code.

No parking allowed on woonerf #2. Post signs as per the municipal code.

Any structure over 5000 square (including the garage) feet shall have a sprinkler system installed per NFPA.

**B. Public Works Operations**

Comments were incorporated into the Staff Report:

If the current plan does not change the Operations Department would require that the both the woonerf's be privately owned and maintained.

**C. Police**

No comments.

**D. Building**

No comments.

**RECOMMENDATION:**

Based on the submitted plans, staff recommends approval of the Ichijo Preliminary Plat application for WSDOT TDR Parcel 2, File No. PP12-00002, as presented in this Staff Report dated March 12, 2013, together with Attachments A through C, subject to the following conditions:

- 1 With the submittal of the Final Plat, provide confirmation that the IHCA will accept the dedication of Tract A, the recreation/open space and Woonerf 1, to the west of the Alley, as identified in the preliminary plat. If the IHCA will not accept the dedication and maintenance obligations, the applicant must either have the property owners retain responsibility or determine if another entity will accept dedication.
- 2 Unless expressly identified, approval of this preliminary plat application does not modify any City regulations, Issaquah Highlands or WSDOT TDR Development Agreements' standards which are in conflict with elements of the plat or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M (Issaquah Highlands) or Appendix G (WSDOT TDR) of the Development Agreements.

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- 3 With the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. This will be reviewed with Utility Permits.
  - 4 The applicant shall pay the impact fees as specified in the WSDOT TDR Development Agreement. Impact fees are required for Parks, Police, Fire, and Schools, and payment is required prior to issuance of the land use permit.
  - 5 To promote a neighborhood design with houses fronting and related to the street and to support a pedestrian orientation, all the proposed residences shall have a direct connection from the front door to a sidewalk or woonerf. This will be reviewed with Building Permits.
  - 6 A lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood. This will be reviewed with Utility Permits.
  - 7 All lots shall have a strong relationship to a street. This will be achieved through the design of the street, woonerf, or access tract so that there is a 'public' vehicular route for the lots to relate to; the relationship of houses to the street to reinforce and contribute to the Sociable Public Realm; and the orientation of the homes to provide porches and active areas that are more prominent than the garages. This will be reviewed with Final Plat, Utility and Building Permits.
  - 8 Woonerf 1, to the west of the Alley, shall remain in private ownership and shall be maintained either by the IHCA or by the development. This will be reviewed with the Final Plat.
  - 9 Prior to issuance of Building Permits, site design of the houses fronting on any woonerf, shall limit height or presence of elements (e.g. walls, landscaping) directly abutting the woonerf that would inhibit drivers and pedestrians (especially small children) exiting lots from seeing each other.
  - 10 For Lots 29-35, if a fence is constructed around the back yard, a gate or similar entry as well as a rear house door must be provided for emergency service personnel to quickly and directly access the house from the alley. Access through the garage is not an acceptable alternative. This will be reviewed with Building Permits.
  - 11 The alley shall be paved to 18 ft of width with 12 ft of asphalt in the center, and 3 ft of concrete on either side. This will be reviewed with Utility Permits.
  - 12 Fire Access Condition: All portions of all houses shall be within 150 feet of fire truck access, as the hose lays (not the crow flies). Fire trucks will not pull into the private driveway accessing Lot 16. Therefore, all portions of the house located on Lot 16 shall be within 150 feet of the fire truck access off Woonerf 1. This standard will be reviewed with Building Permits.
  - 13 The need for address kiosks will be determined as street names and individual lot addresses are identified. If they are determined to be necessary, address monument signs shall be provided at the nearest point to the loop route to clearly identify the location of the lots. The address signs shall have numbers/letters approximately 6 inches in height. The final location

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- and design shall be approved by the Designated Official. This will be reviewed with Final Plat and/or Building Permits.
- 14 Where logging occurs adjacent to forested open space, the applicant shall monitor edges for hazard trees and blowdowns for 3 years, and remove them under the supervision of the City Arborist. Where trees are removed or lost to blowdowns, the applicant shall plant evergreen trees consistent with the City's Tree Replacement Code (IMC 18.12.1390), subject to approval by the property owner. This will be reviewed with Utility Permits.
  - 15 Following all logging and clearing within 100 feet of the parcel boundary, the applicant shall provide the Designated Official with certification that these activities did not extend beyond the permitted construction boundaries. This will be reviewed with Utility Permits.
  - 16 Any land that is cleared and not used for development will be revegetated with native plantings, including evergreen trees. Any cleared land that sits idle for 6 months shall be revegetated, and any revegetated areas shall be maintained for 3 years. This will be reviewed with Utility Permits.
  - 17 Prior to grading activities, the applicant must provide geotechnical analyses demonstrating soils can accommodate the proposed development. This will be reviewed with Utility Permits.
  - 18 The applicant shall demonstrate that hauling to import or export soil has been minimized through the on-site reuse of graded materials, to the satisfaction of the Designated Official. This will be reviewed with Utility Permits.
  - 19 Fill shall not exceed 12 feet from the normalized pre-development grade. This shall be verified particularly for the proposed fill along the south boundaries of Lots 18-20. This is required prior to approval of grading plans and will be reviewed with Utility Permits.
  - 20 Grading and fill placement along the south boundary of Lots 18-20 could create slopes greater than 40%. Structural fills that have a resultant slope of greater than 40% do not require steep slope buffers or setbacks under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer, and 4) special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials. Otherwise, these areas will be treated as critical area steep slopes under Appendix H. These measures will be reviewed with Grading or Utility Permits.
  - 21 Any regional sewer charges imposed by METRO, if any, must be paid by the applicant at the time of building permit issuance. Local City Sewer Connection Charges will not be levied.
  - 22 On the face of each Utility Permit and Building Permit plan set, the applicant must include the following, as applicable; the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF) and the Peak Wet Weather Flow (PW WF) associated with the improvements in that application. The information must be in tabular format. This condition will be enforced at Building and Utility Permits.

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- 23 All public sewer mains (i.e. all mains serving property owned by more than one owner) must be located in public right-of-way or within utility easements that provide a minimum of 15' of unobstructed space for access and maintenance.
  - 24 All public sewer mains must include all-weather access for the City's Vactor Truck. The truck must be able to approach and stage within 6' of the edge of any manhole. This condition will be enforced during Utility Permit review and approval.
  - 25 All existing off-site sewer pipes must remain in-service during construction. This condition will be enforced during Utility Permit Review.
  - 26 Stormwater from the rooftops on Lots 8 through 21 may be discharged directly to the adjacent wetland using small-scale facilities that minimize disruption and impact on the wetland and buffer. This includes installing the pipelines with hand tools, minimizing the excavation and trench volume and replacing the native vegetation over the trench. The end of the pipe shall be stabilized and include energy dissipation measures to minimize erosion and scour in the wetland. This condition will be enforced during Utility Permit Review.
  - 27 All surfaces and facilities that discharge to the existing stormwater system in Road A (tributary to Falls Ponds) must meet the following conditions which will be reviewed with Utility Permits:
    - i. No more than 2.0 acres of treated stormwater runoff from impervious surfaces including pollution generating and non-pollution generating areas. All other stormwater shall use the existing Parcel 2 Tightline to East Fork Issaquah Creek or on-site infiltration.
    - ii. At least 25% of roadways and alleys within Parcel 2 must be pervious paving or use Low Impact Development stormwater management techniques.
    - iii. Some improvements must be made off-site, in the existing Issaquah Highlands stormwater system, to generate the capacity in Falls Pond for this stormwater discharge. Generally speaking, the changes are described in a report titled, "Issaquah Highlands Comprehensive Stormwater Optimization Report 2012 Update" dated August 8, 2012 by Mead and Hunt. The City will define the improvements and design criteria at a later date in conjunction with Utility Permitting for Parcel 2.
    - iv. The applicant shall pay the City \$20,000 for each residential building permit in Parcel 2 that discharges to Falls Pond. Payment shall be collected at the time Building Permits are issued. Residential structures that discharge stormwater to the south, using the existing Parcel 2 stormwater tightline to East Fork Issaquah Creek, or that infiltrate or use LID stormwater management techniques, or that discharge to the adjacent wetland are exempt from the \$20,000 payment (although these units must construct all stormwater improvements at Developer expense).
    - v. At least one residential unit or a portion of the roadway stormwater system must discharge to the existing Parcel 2 stormwater tightline to East Fork Issaquah Creek; or, the unused portion of the Parcel 2 Tightline must be removed and the area restored at Developer expense.

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- 28 All stormwater from Pollution Generating Surfaces that discharge to Falls Pond must be treated in accordance with the MDP prior to discharge. This condition will be enforced during Utility Permit Review.
  - 29 All stormwater from Pollution Generating Surfaces that discharge to Falls Pond must be treated in accordance with the MDP prior to discharge. This condition will be enforced during Utility Permit Review.
  - 30 All publicly owned pipelines must be within an easement that is a minimum of 15' wide or the pipeline must be designed in a manner that mitigates the narrow access corridor and limited work area. This might include sleeved construction techniques so that the pipe can be removed without excavation or otherwise providing enhanced access and work areas for maintenance or replacement operations. This condition will be enforced during Utility Permit Review.
  - 31 A short section of stormwater pipeline serving the project is shown on Lot 1 and the plans include a note to provide an easement for the section of piping on private property. This line shall be relocated, presumably by the addition of a catch basin, so that it is not on private property and can remain in the right-of-way.
  - 32 Two off-site water connections are required in order to meet redundancy requirements. Although the Parcel 3 connection shown on Sheet P06 is the logical and preferred connection, if an easement cannot be obtained, the main must be looped at an alternative location. Most likely this will be to the west through the PSE and Williams Gas Easements to parcel 1. This condition will be enforced during Utility Permit Review.
  - 33 All metered connections must pay the Regional Connection Charges in effect at the time the meter is permitted, but no City Water Connection Charges are required.
  - 34 Critical area protection mechanisms in Section 8.0.A require buffer areas to be protected in tracts or with restrictive easements, to remain undeveloped in perpetuity and recorded on all documents of title of record. The wetland buffer Tracts E and F are part of the larger buffer area for Wetland EF23, owned by King County. With final plat drawings, the tracts shall be dedicated to King County so the entire wetland buffer is in contiguous ownership and maintenance responsibilities are clear. This will be reviewed with Final Plat.
  - 35 With the final plat drawings, a 15-foot building setback line shall be shown along Lots 8-13.
  - 36 Prior to issuance of Utility Permits, permanent survey stakes shall be set delineating the boundaries between the critical area tracts and adjoining properties. Between critical areas and adjacent lots: 4 ft tall, open metal fences shall be installed along the residential lots adjoining property line; and on every other property line, permanent signs identifying the type and value of the critical area shall be installed. For any construction activities within 100 feet of the buffer of a critical area, an independent qualified professional shall be hired, acceptable to the Designated Official, to be on-site as needed to ensure construction does not exceed the limits indicated. Following construction within this area, a licensed surveyor shall certify to the Designated Official attesting that all activities were contained within the approved limits for both critical areas and project boundaries.

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- 37 Street trees will be required in the landscape strip between the sidewalk and Road A. It should be noted that the Main Body, Section 4.1.5 requires that with the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. This will be reviewed with Utility Permits for clearing.
  - 38 There is a potential trail connection to the west, going across the PSE/Williams gas easement, to connect to the trail through the Burnstead development on Parcel 1/A. The applicant shall provide a trail stub from Tract A for a future trail connection to the west. This will be reviewed with Utility Permits. This potential connection shall be signed at Final Plat.
  - 39 In order to make the trail and open space tract more accessible to all residents of the development, the trail ends connecting to the public streets will include entry features, including design, landscaping, and signage to enhance visibility and accessibility. This would be reviewed with Utility Permits.
  - 40 The applicant hasn't provided details of the park/recreation tract improvements. The park shall include active uses and street furniture because it is intended to serve the needs of all plat residents. The specific landscaping and park improvement details will be reviewed with the Administrative Site Development Permit for the tracts and their construction permits.

ATTACHMENTS:

- A. City of Issaquah Comprehensive Plan excerpts
- B. AM12-00011, Stormwater
- C. Preliminary Plat Package:  
Narrative  
Plat Drawings, Sheets 1- 6, dated January 13, 2013

cc: John Minato, DSD Director  
David Favour, DSD Deputy Director  
Lucy Sloman, DSD Land Development Manager  
Dan Ervin, DSD Engineering Consultant  
Mark Lawrence, Eastside Fire and Rescue  
Irma Dorè, Axis Development  
Tim Diller, Port Blakely Communities  
Sarah Phillips, IHCA

## ATTACHMENTS:

- A. City of Issaquah Comprehensive Plan excerpts
- B. AM12-00011, Stormwater
- C. Preliminary Plat Package:
  - Narrative
  - Plat Drawings, Sheets 1- 6, dated January 13, 2013

## City of Issaquah Comprehensive Plan

### Land Use

**GOAL:** Establish a pattern of development that maintains and enhances the quality of life within the community by:

1. Protecting Issaquah's natural environment and scenic beauty;
2. Creating a diversity of high quality places to live, work, shop and recreate;
3. Providing for active public participation;
4. Requiring provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area;
5. Requiring multi-modal transportation as a key to a successful land use pattern which emphasizes pedestrian orientation, supports transit service, reduces the consumption of land and concentrates development;
6. Annexing areas within the City's Urban Growth Area to ensure compatibility with City standards and development regulations while providing for provision of the City's level of service for public services, public facilities and concurrent transportation facilities.

**OBJECTIVE L-1: Natural Environment and Amenities:** Land uses within the City shall maintain and enhance the natural environment and amenities of the City and surrounding area.

**OBJECTIVE L-3: Neighborhoods:** The City's residential areas shall reflect a variety of neighborhood types, lifestyles and community amenities.

**OBJECTIVE L-4: Activity Areas:** Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas which make up the City's Activity Area.

**OBJECTIVE L-5: Regional Coordination and Annexation:** Use the Countywide Planning Policies as a basis for regional coordination and land use decisions. Pursue the annexation of the City's Potential Annexation Areas to accommodate the City's projected growth, apply the City's development and environmental regulations, and provide efficient services to the Issaquah community.

**OBJECTIVE L-6: Adoption and Amendments of Land Use Designation Map and Comprehensive Plan:** The City shall identify a variety of land uses and zoning districts which provide a balanced community in which to live, work, shop and recreate.

### Housing

**GOAL:** Encourage the availability of housing for all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

**OBJECTIVE H-1: Housing and Neighborhood Character:** Promote a variety of housing types and densities throughout the City that promotes different existing and future neighborhood types such as traditional, suburban, and mixed-use neighborhoods.

**OBJECTIVE H-2: Housing Supply and Affordability:** Facilitate the opportunity for all residents to purchase or rent affordable, safe, clean and livable housing by determining the needs of residents and directing new housing, rehabilitated and preserved housing, and assisted housing to where housing is most needed.

**OBJECTIVE H-3: Special Needs Housing:** Promote housing opportunities for residents with special housing needs such as senior housing, group homes and foster care facilities.

**OBJECTIVE H-5: Housing Safety and Compatibility:** Promote environmental protection and housing safety by locating housing away from environmentally sensitive areas and other incompatible land uses and activities.

**OBJECTIVE H-7: Regional Resources:** Explore all possible means for cooperating at a regional level to address the City's housing needs, be it planning or leveraging regional and national housing resources.

## **Transportation**

**GOAL:** To provide a variety of motorized and pedestrian transportation systems that facilitate the safe and efficient access and mobility of traffic and people.

## **Parks and Recreation**

**GOAL:** FOSTER AND SUPPORT THE STEWARDSHIP OF HUMAN AND NATURAL RESOURCES THROUGHOUT OUR COMMUNITY, IN THE FORM OF PARKS, OPEN SPACE AND RECREATION, TO SERVE THE VARIETY OF NEEDS FOR THE RESIDENTS OF ISSAQUAH AND THE SURROUNDING AREA.

**OBJECTIVE P-2: Visual Environment:** Preserve and enhance the beauty of Issaquah through Issaquah's park system.

**OBJECTIVE P-3: Future Generations:** Ensure Issaquah's park system has a strong orientation towards providing for future generations.

**OBJECTIVE P-4: Accessibility:** Make Issaquah's park system easily accessible by as many user groups as possible.

**OBJECTIVE P-5: Service and Management:** Ensure Issaquah's park facilities are safe and well managed.

**OBJECTIVE P-7: Partnerships:** Pursue partnerships with schools, businesses, developers, user groups and neighborhood groups in order to provide and manage parks, open space and recreation facilities, services, maintenance and security.

**OBJECTIVE P-8: Regional Coordination:** Participate in coordination and cooperation on a regional basis to provide effective and efficient parks, open space and recreation services and facilities for the greater Issaquah area.

## **Utility and Public Services**

**GOAL:** 1. Facilitate the development of all utilities and public services at the appropriate levels of service to accommodate Issaquah's planned growth.

**OBJECTIVE U1: Service Provision.** Ensure that utility services are available to support development that is consistent with the Land Use Plan.

**OBJECTIVE U2: Water.** Provide for the City's long term water needs by: protecting the aquifer, providing reliable levels of service, including water for domestic use and fire protection, and ensuring future water supplies by pursuing additional sources, as well as conservation and reuse measures.

**OBJECTIVE U3: Sewer.** Provide and maintain a sanitary sewer collection system that protects public health and safety and water quality through implementation of the policies within the Comprehensive Sewer Plan Update (10/92 and subsequent updates).

**OBJECTIVE U4: Storm Water.** Manage the quantity and quality of storm water runoff to protect public health and safety, surface and groundwater quality, and natural drainage systems through implementation of the Comprehensive Floodplain and Drainage Management Plan (1/93 and subsequent updates) policies.

**OBJECTIVE U5: Police and Fire Protection.** Provide for the City's current and future police and fire protection and emergency medical service needs by evaluating the effect that growth and land use decisions will have on these services and ensuring that adequate provisions are made to accommodate the demands of new development.

**OBJECTIVE U7: Solid Waste Management.** Manage the collection and disposal of solid waste, inclusive of garbage, recyclable materials and yard debris, in order to protect public health and safety, provide efficient and reliable levels of service and preserve environmental quality through pollution prevention and resource conservation. Encourage solid waste reduction, reuse and recycling throughout the City and with new construction and development.

### **Economic Vitality**

**GOAL:** Enhance Issaquah's quality of life through balanced economic vitality strategy.

**OBJECTIVE EV-3: Concurrency.** Plan new development such that adequate public facilities are available to serve new development without decreasing existing community services.

**City of Issaquah  
Development Services Department (DSD)  
Administrative Minor Modification**

**NOTICE OF DECISION**

**TO:** CORE Design  
14711 NE 29<sup>th</sup> Place Suite 101  
Bellevue WA 98007

And

Ichijo USA Co. LTD  
17544 Midvale Ave N. #304  
Shoreline, WA 98133

**SUBJECT:** Administrative Minor Modification in Parcel 2 (WSDOT Expansion Area) to allow stormwater discharges to an existing stormwater system and Falls Pond

**Number:** AMM12-00011

**Decision Date:** March 4<sup>th</sup>, 2013

**Request:** Application for an Administrative Minor Modification to the WSDOT TDR Development Agreement to allow stormwater discharges from a portion of Parcel 2 to enter an existing stormwater conveyance system and eventually discharge to Falls Pond.

**Location:** WSDOT TDR, Parcel 2

**Decision:** On March 4th, 2013, the MDRT approved an Administrative Minor Modification to the WSDOT TDR Development Agreement specifically limited to the above request. Approval of this application is based on the submittal of the Preliminary Plat for Parcel 2. (Attachment 1).

**Limitations:** This decision applies to Parcel 2 in the WSDOT TDR Area only. The Responsible Official approves this Administrative Minor Modification with the following conditions:

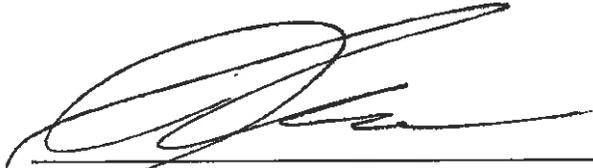
1. This AMM applies to no more than 2.0 acres of treated stormwater runoff from impervious surfaces including pollution generating and non-pollution generating areas. All other stormwater shall use the existing Parcel 2 stormwater tightline to East Fork Issaquah Creek or on-site infiltration.

2. At least 25% of roadways and alleys within Parcel 2 must be pervious paving or use Low Impact Development stormwater management techniques.
3. Some improvements must be made off-site, in the existing Issaquah Highlands stormwater system, to generate the capacity in Falls Pond for this stormwater discharge. Generally speaking, the changes are described in a report titled, "Issaquah Highlands Optimization of the Comprehensive Drainage Model 2012 Update" dated December 5, 2012 by Mead and Hunt. The City will define the improvements and design criteria at a later date in conjunction with Utility Permitting for Parcel 2.
4. The applicant shall pay the City \$20,000 for each residential building permit in Parcel 2 that discharges to Falls Pond. Payment shall be collected at the time Building Permits are issued. Residential structures that discharge stormwater to the south, using the existing Parcel 2 stormwater tightline to East Fork Issaquah Creek, or that infiltrate or use LID stormwater management techniques, or that discharge to the adjacent wetland are exempt from the \$20,000 payment (although these units must construct all stormwater improvements at Developer expense).
5. At least one residential unit or a portion of the roadway stormwater system must discharge to the existing Parcel 2 stormwater tightline to East Fork Issaquah Creek; or, the unused portion of the Parcel 2 Tightline must be removed and the area restored at Developer expense.
6. All provisions of the Development Agreement and Master Drainage Plan, with the exception of the point of discharge for Parcel 2, are in effect and unchanged.

Reasons for Decision:

1. The Responsible Official is granted authority to make decisions on Administrative Minor Modification applications by Section 5.4 of Appendix G in the Development Agreement.
2. The City has determined, through separate studies, that there is sufficient excess capacity in Falls Pond to accommodate up to 2.0 acres of additional impervious area, if certain improvements are made to the existing stormwater system to optimize its operation.
3. There is a benefit to the City to minimize flows in the Parcel 2 tightline as this minimizes maintenance costs and reduces downstream impacts,
4. There is an additional cost to use Falls Pond as the point of discharge, both operating costs and maintenance costs.
5. The City has determined that properties within Issaquah Highlands paid approximately \$20,000 per unit to buy into their fair-share of the regional stormwater system provided by the Master Developer.
6. Parcel 2 is required to implement aggressive Low Impact Development methods and minimize adverse environmental impacts, per Appendix A.

7. The City as the Master Developer of WSDOT TDR constructed the Parcel 2 stormwater tightline to East Fork Issaquah Creek to serve all of Parcel 2's stormwater. Unused utility systems are an unrecoverable maintenance cost and a liability risk. Unused facilities should be removed and restored.



---

Daniel Ervin, P.E. DSD Consulting Engineer

3.7.13  
Date

**Attachment List:**

1. Administrative Minor Modification Request – Date June 4, 2012

**Distribution:**

John Minato, DSD Director  
Dave Favour, DSD Deputy Director  
Lucy Sloman, DSD Land Development Manager  
Sheldon Lynne, PWE Director  
Peter Rosen  
Ichijo USA  
CORE Design

# PROJECT NARRATIVE

## Parcel 2

### Preliminary Plat

September 10, 2012

#### Project Overview

The proposed preliminary plat of Parcel 2 is located immediately south of Forest Ridge at Issaquah Highlands. The project is partially bordered on the east and west by unplatted lands and to the south by a City owned Tract E. Parcel 2 was created through a Short Plat (SP11-00001) recorded on March 11, 2011. Parcel 2 is 4.28 acres in size and is currently forested. The project site contains a moderate plateau in the center and slopes away to the west down to the PSP&L Transmission Line Easement and William's Gas Line Easement and slopes away to the south and east down to wetland EF 23. There are no identified wetlands or bodies of water located within the project boundaries. A small portion of the project's east line is encumbered by the wetland buffer.

The proposed plat consists of 36 fee simple single family lots. Lots 1- 22 and 36 of the proposed project will be traditional front-loaded garage style homes that will generally back up to the project boundaries. Access to these units will be directly from the proposed main residential street from the 2 proposed woonerfs. Lots 23 – 35 of the proposed project are located in the center of the parcel and will be alley loaded homes with their front porches facing either the main road to the east or a pedestrian access tract to the west. Lot 16 in the southeast corner of the site will require an access easement over Lot 17.

The slope of the project will require that any of the homes proposed work well with the topography of the site; six of the proposed homes on the south line and four on the east will require day-light basements to help with the grade transition.

#### Roadway System

The proposed project will consist of a main residential street that will transition into a woonerf along the southern portion of the project. An alley in the center of the project will allow for a circular loop connection. A second woonerf off of the residential street will serve eight homes in the northeast corner. The woonerf road sections will provide shared vehicular and pedestrian access for the homes they serve. Guest parking will include approximately 8 additional on-street parking stalls with an additional 5 along the south woonerf. The residential street, both woonerfs and the alley will all be a public facility.

## **Trails and Open Spaces**

The project is proposing three tracts.

- Tract A is located on the western boundary of the project and will serve as a recreation tract and contain public pedestrian access facilities. It will serve as the pedestrian connection loop between the woonerf on the south side of the project and the main entrance on the north. This tract will be owned and maintained by the IHCA.
- Tracts B and C are the woonerf tracts that will be dedicated to the City of Issaquah upon the recording of the plat.
- Tract D is the alley tract that will be dedicated to the City of Issaquah upon the recording of the plat

## **Housing Types**

The proposed housing type for this community will be detached fee simple homes, both alley and front-loaded housing styles. The neighborhood type will be House and Garden.

## **Unique Features**

The proposed developer is bringing a unique style of home building to the region. As one of Japan's largest homebuilders, they have built a superb reputation for quality and innovation in over 30 years of building, and garnered many awards for the high performance homes including Japan's House of the Year in Electric Energy Efficiency.

Each home is custom designed to fit the site and meet the specific requirements of each homeowner, and since each one is "built to order", it incorporates the latest methods and materials as opposed to what may have already been purchased by a large production builder and has to be "used up". The entire home is then fabricated in their indoor facility, resulting in near-zero waste, very high quality with millimeter tolerances, and a complete home and interior fitments delivered to the site for erection and finishing. The home building process is shortened to a period of weeks as opposed to months, with much less impact to the site and surrounding neighbors along with a product that far surpasses current energy codes and will require less energy use and lower costs for the homeowner every day going forward.

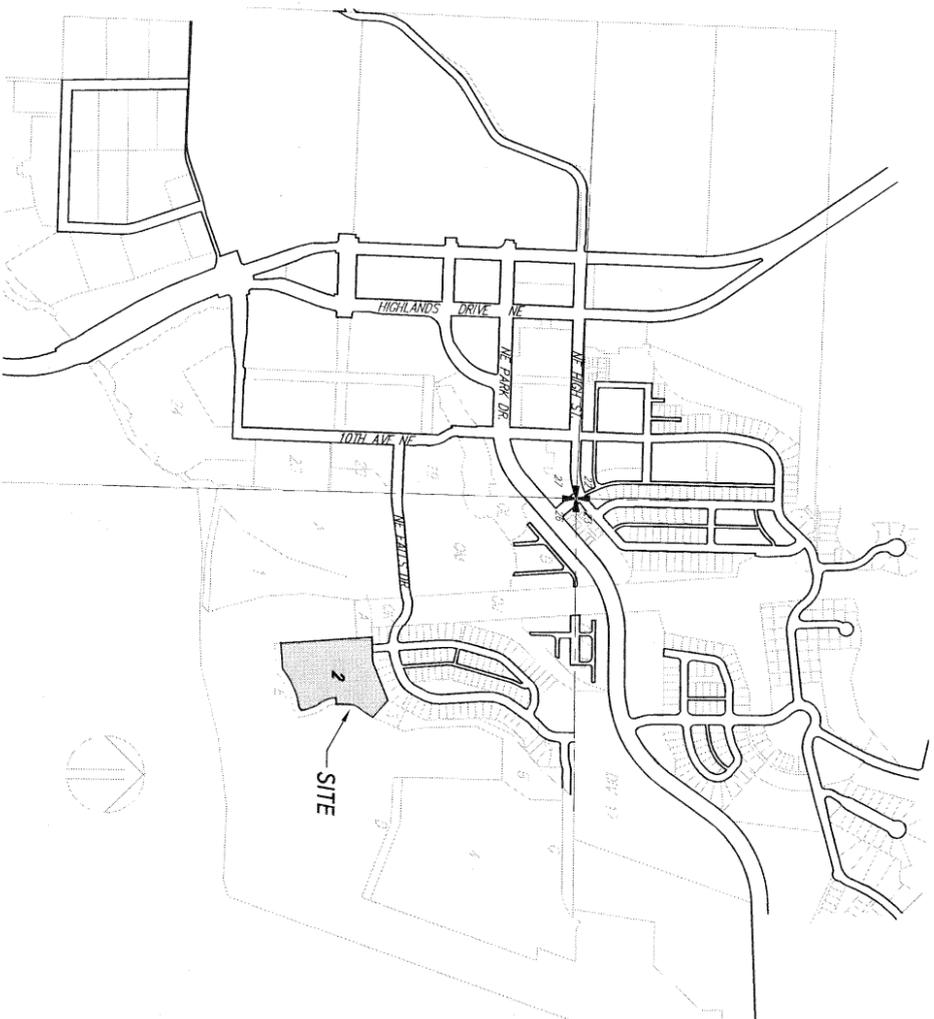


# ISSAQUAH HIGHLANDS

PRELIMINARY PLAT  
OF

## PARCEL 2 AT ISSAQUAH HIGHLANDS

FOR  
ICHIJO USA CO., LTD.



KEY MAP  
SCALE: 1" = 500'

### SITE INFORMATION

DEVELOPER/OWNER  
ICHIJO USA CO. LTD.  
17544 MIDVALE AVE N SUITE 305  
SHORELINE, WASHINGTON 98133  
(206) 948-0849  
CONTACT: TIM WALSH

ENGINEER/  
SURVEYOR/PLANNER

CORE DESIGN, INC.  
14711 NE 29TH PL, SUITE 101  
BELLEVUE, WA 98007  
(206) 885-7877  
CONTACT: ROBERT STEVENS, PE  
GLENN SPRAGUE, PLS

DRAINAGE BASIN  
ACREAGE  
ZONING

EAST FORK ISSAQUAH CREEK  
42.84 ACRES  
RESIDENTIAL

TOTAL NUMBER OF PROPOSED UNITS  
ALLOWED DENSITY  
PROPOSED DENSITY

36  
3-12 DWELLING UNITS  
8-41 DU/AC

LAND USE PERMITTED  
LAND USE PROPOSED

RESIDENTIAL  
RESIDENTIAL

ASSASSINOR'S PARCEL NUMBER  
UTILITY PURVEYORS

2624069029  
CITY OF ISSAQUAH  
CITY OF ISSAQUAH

WATER  
SANITARY SEWER  
STORM DRAINAGE  
TELEPHONE  
POWER  
GAS  
CABLE TV

CITY OF ISSAQUAH  
CITY OF ISSAQUAH  
QUEST COMMUNICATIONS  
FUGET SOUND ENERGY  
FUGET SOUND ENERGY  
COMCAST

OTHER SERVICES  
SCHOOL DISTRICT  
FIRE PROTECTION

ISSAQUAH SCHOOL DIST. 411  
EASTSIDE FIRE AND RESCUE

WATER DEMAND  
AVG. DAY  
MAX. DAY

9,000 GPD  
1,200 GPD

SANITARY SEWER PEAK WET WEATHER FLOW  
NORTHBOND STORY  
100YR PEAK STORMWATER FLOWS  
100YR PEAK STORMWATER FLOWS

1260 GPH + 005GPH  
071 CFS  
038 CFS

SOUTHBOND STORY (PARCEL 2 STORY PIPE)  
100YR PEAK STORMWATER FLOWS  
100YR PEAK STORMWATER FLOWS

026 CFS  
036 CFS

### LEGAL DESCRIPTION

PARCEL 2, CITY OF ISSAQUAH SHORT PLAT NO. 9811-00001, RECORDED IN VOLUME 778 OF SURVEYS AT PAGES 33 THROUGH 35, UNDER RECORDING NO. 201003190003, RECORDS OF KING COUNTY, WASHINGTON.

### BASIS OF BEARINGS

N89°46'59"E ALONG THE NORTH LINE OF THE NW 1/4 SECTION 16, TOWNSHIP 24N, RANGE 6E FOR THE FINAL PLAT OF ACCORD WITH LAND SOUTH EXPANSION, RECORDED IN VOLUME 778 OF SURVEYS AT PAGES 33 THROUGH 35, UNDER RECORDING NO. 20081600015, KING COUNTY, WASHINGTON.

### HORIZONTAL DATUM

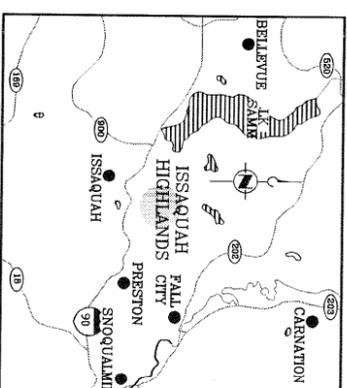
(PER DAVID EVANS AND ASSOCIATES) NAD 83/91 BASED ON GPS SURVEY CONSTRAINED TO NGS STATION "TERRA" LOCATED IN BELLEVUE, WASHINGTON, AND THREE EXISTING DAVID EVANS AND ASSOCIATES CONTROL POINTS LOCATED ALONG INTERSTATE 90 IN ISSAQUAH, WASHINGTON.

### VERTICAL DATUM

(PER DAVID EVANS AND ASSOCIATES) NAVD 88 BASED ON NGS STATION "TERRA" LOCATED IN BELLEVUE, WASHINGTON.

### SHEET INDEX

- 1 TITLE SHEET
- 2 EXISTING CONDITIONS
- 3 PRELIMINARY PLAT MAP
- 4 OVERALL SITE PLAN
- 5 PRELIMINARY GRADING PLAN
- 6 PRELIMINARY UTILITY PLAN



VICINITY MAP



### APPROVAL CONDITIONS

|  |             |
|--|-------------|
| BY   | DATE        |
| APPROVED BY ICHIO USA CO. LTD. FOR REVIEW BY THE DSD |             |
| BY   | DATE        |
| PLANNING   | ENGINEERING |

|   |      |   |      |
|---|------|---|------|
| DSD Planner   | Date | DSD Engineer  | Date |
| <input type="checkbox"/> Reviewed & Determined to be not applicable |      | <input type="checkbox"/> Reviewed & Determined to be not applicable |      |
| DSD LS Arch.  | Date | DSD Engineer  | Date |
| <input type="checkbox"/> Reviewed & Determined to be not applicable |      | <input type="checkbox"/> Reviewed & Determined to be not applicable |      |
| DSD Program Manager   | Date |   |      |
| Public Works Engr Director  | Date |   |      |

### TITLE SHEET

ISSAQUAH HIGHLANDS PARCEL 2  
ICHIJO USA CO., LTD.  
17544 MIDVALE AVENUE NORTH, SUITE 305  
SHORELINE, WASHINGTON 98133

SCALE:  
DESIGNED RHS  
DRAWN KMB  
CHECKED RHS  
DATE 7/26/2012  
VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING  
0' 1"



ENGINEERING · PLANNING · SURVEYING

14711 NE 29th Place Suite 101  
Bellevue, Washington 98007  
425.885.7877 Fax 425.885.7963



1/22/13

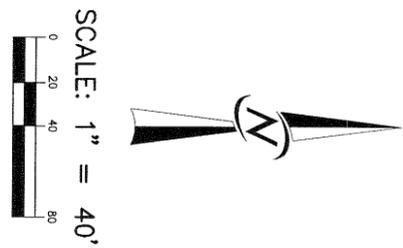
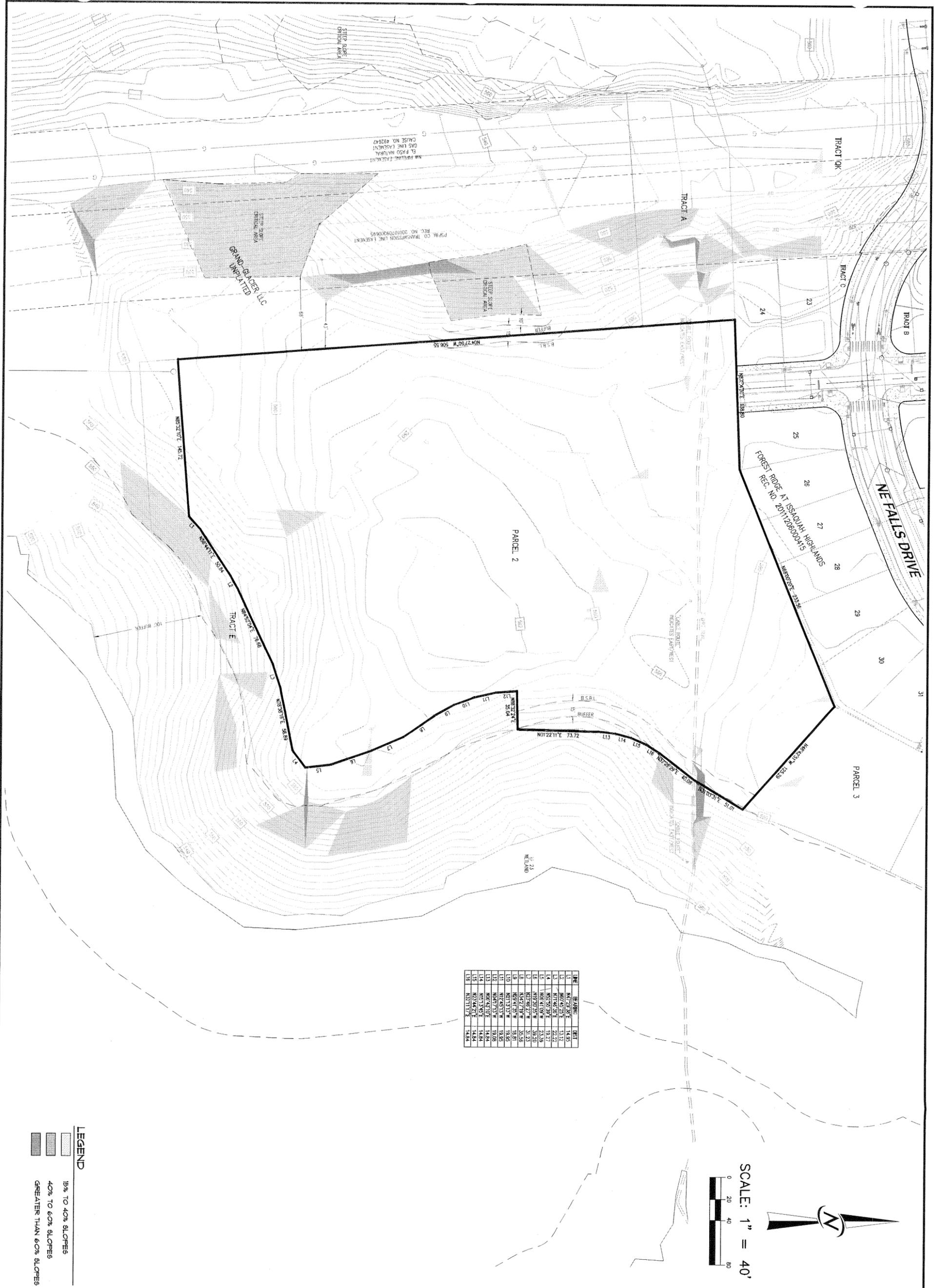
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|-----|------|----------|----|----|
| NO. | DATE | REVISION | BY | CK |
|     |      |          |    |    |

PROJECT NUMBER  
11002

DRAWING  
P01

SHEET 1 OF 6

PERMIT # PP12-00002  
SECOND SUBMITTAL TO DSD  
JANUARY 22nd, 2013



**LEGEND**

15% TO 40% SLOPES

40% TO 60% SLOPES

GREATER THAN 60% SLOPES

EXISTING CONDITIONS & SENSITIVE AREAS EXHIBIT  
**ISSAQUAH HIGHLANDS PARCEL 2**  
**ICHUO USA CO., LTD.**  
 17544 MIDVALE AVENUE NORTH, SUITE 305  
 SHORELINE, WASHINGTON 98133

SCALE:  
 DESIGNED GRS  
 DRAWN GRS  
 CHECKED GRS  
 DATE 7/26/2012  
 VERIFY SCALE  
 BAR IS ONE INCH ON ORIGINAL DRAWING



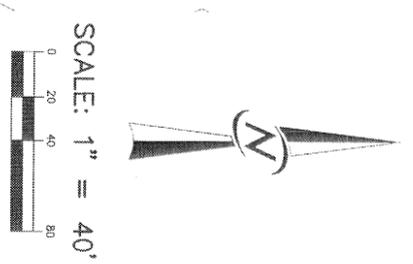
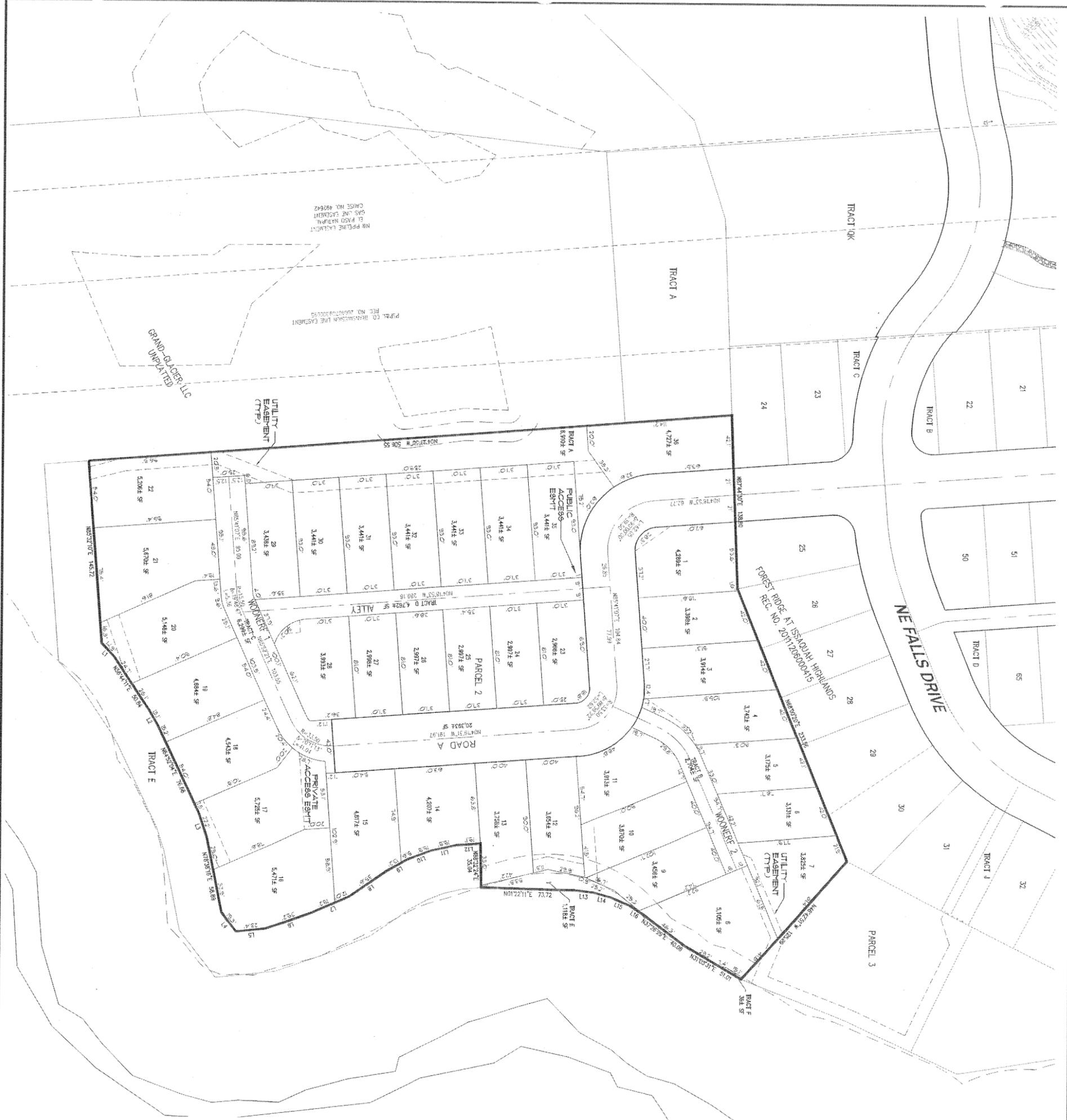
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PROJECT NUMBER  
 11002

DRAWING  
 P02

SHEET 2 OF 6

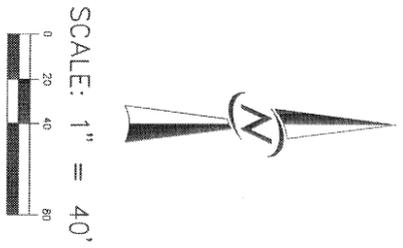
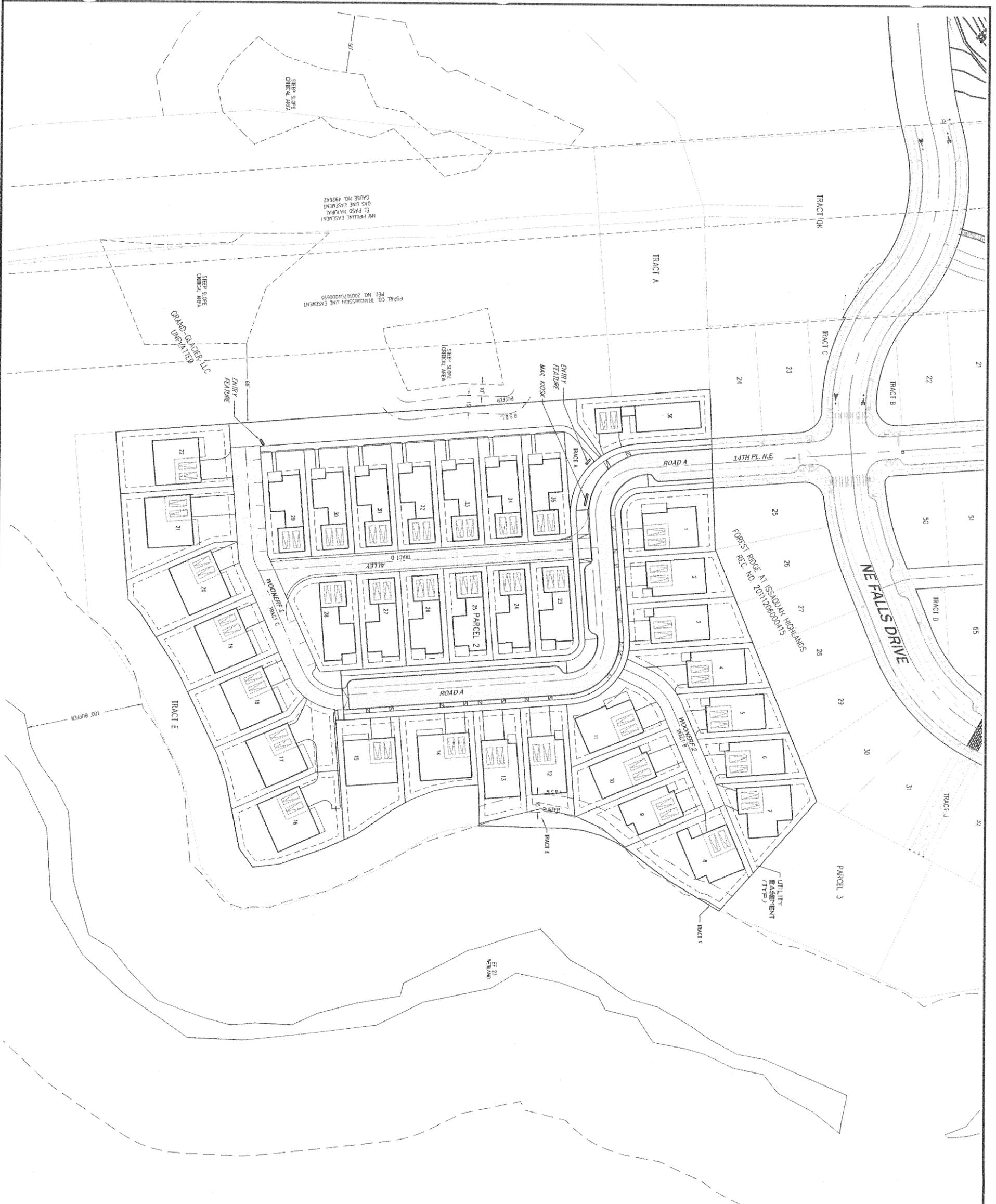


| LINE | DESCRIPTION  | AREA  |
|------|--------------|-------|
| L1   | MONIERE ROAD | 11.82 |
| L2   | MONIERE ROAD | 11.12 |
| L3   | MONIERE ROAD | 27.22 |
| L4   | MONIERE ROAD | 19.72 |
| L5   | MONIERE ROAD | 23.38 |
| L6   | MONIERE ROAD | 31.22 |
| L7   | MONIERE ROAD | 31.22 |
| L8   | MONIERE ROAD | 19.92 |
| L9   | MONIERE ROAD | 14.84 |
| L10  | MONIERE ROAD | 14.84 |
| L11  | MONIERE ROAD | 14.84 |
| L12  | MONIERE ROAD | 14.84 |
| L13  | MONIERE ROAD | 14.84 |
| L14  | MONIERE ROAD | 14.84 |
| L15  | MONIERE ROAD | 14.84 |
| L16  | MONIERE ROAD | 14.84 |
| L17  | MONIERE ROAD | 14.84 |
| L18  | MONIERE ROAD | 14.84 |
| L19  | MONIERE ROAD | 14.84 |
| L20  | MONIERE ROAD | 14.84 |
| L21  | MONIERE ROAD | 14.84 |
| L22  | MONIERE ROAD | 14.84 |
| L23  | MONIERE ROAD | 14.84 |
| L24  | MONIERE ROAD | 14.84 |
| L25  | MONIERE ROAD | 14.84 |
| L26  | MONIERE ROAD | 14.84 |
| L27  | MONIERE ROAD | 14.84 |
| L28  | MONIERE ROAD | 14.84 |
| L29  | MONIERE ROAD | 14.84 |
| L30  | MONIERE ROAD | 14.84 |
| L31  | MONIERE ROAD | 14.84 |
| L32  | MONIERE ROAD | 14.84 |
| L33  | MONIERE ROAD | 14.84 |
| L34  | MONIERE ROAD | 14.84 |
| L35  | MONIERE ROAD | 14.84 |
| L36  | MONIERE ROAD | 14.84 |

| Line          | Area (Acres) | Purpose                    | Comments  |
|---------------|--------------|----------------------------|-----------|
| 1-36          | 3.211        | RESIDENTIAL                | ICHUO USA |
| TRACT A E J F | 0.201        | FEDERATED TRAIL RECREATION | HCA       |
| TRACT B       | 0.061        | PUBLIC WOOKERS             | ISSAQUAH  |
| TRACT C       | 0.141        | PUBLIC WOOKERS             | ISSAQUAH  |
| TRACT D       | 0.111        | PUBLIC ALLEY               | ISSAQUAH  |
| TRACTS E J F  | 0.031        | OPEN SPACE WETLAND BUFFER  | HCA       |
| ROW           | 0.411        | RIGHT OF WAY               | ISSAQUAH  |
| TOTAL         | 4.281        |                            |           |

| PROJECT SUMMARY                    |           |
|------------------------------------|-----------|
| LOTS 1-36                          | 3.211 AC. |
| TRACT A E J F                      | 0.201 AC. |
| RIGHT-OF-WAY                       | 0.411 AC. |
| FUTURE RIGHT-OF-WAY (TRACTS C & D) | 0.261 AC. |
| TOTAL                              | 4.281 AC. |

|  |  |   |  |  |                     |
|--|--|---|--|--|---------------------|
| <p>PRELIMINARY PLAT MAP</p> <p>ISSAQUAH HIGHLANDS PARCEL 2</p> <p><b>ICHUO USA CO., LTD.</b></p> <p>17544 MIDVALE AVENUE NORTH, SUITE 305</p> <p>SHORELINE, WASHINGTON 98133</p> | <p>SCALE:</p> <p>DESIGNED GRS</p> <p>DRAWN GRS</p> <p>CHECKED GRS</p> <p>DATE 7/26/2012</p> <p>VERIFY SCALE</p> <p>BAR IS ONE INCH ON ORIGINAL DRAWING</p> | <p>14711 NE 29th Place Suite 101</p> <p>Bellevue, Washington 98007</p> <p>425.865.7877 Fax 425.865.7963</p> |  | <p>NO.</p> <p>DATE</p> <p>REVISION</p> | <p>BY</p> <p>CK</p> |
|  | <p>PROJECT NUMBER</p> <p>11002</p> <p>DRAWING</p> <p>P03</p> <p>SHEET 3 OF 6</p>   | <p>DATE</p> <p>01/22/13</p>   |  |  |                     |



OVERALL SITE PLAN

ISSAQUAH HIGHLANDS PARCEL 2  
**ICHIJO USA CO., LTD.**  
 17544 MIDVALE AVENUE NORTH, SUITE 305  
 SHORELINE, WASHINGTON 98133

SCALE:  
 DESIGNED GRS  
 DRAWN GRS  
 CHECKED GRS  
 DATE 7/26/2012  
 VERIFY SCALE  
 BAR IS ONE INCH  
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 DRAWING

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1/22/15

| NO. | DATE | REVISION | BY | CK |
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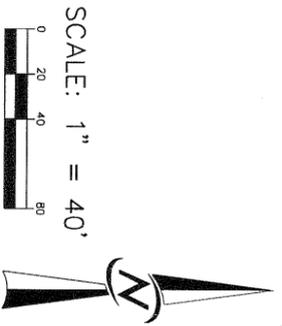
PROJECT NUMBER  
 11002  
 DRAWING  
 P04  
 SHEET 4 OF 6





**LEGEND**

|  |                           |
|--|---------------------------|
|  | TYPE I CATCH BASIN        |
|  | TYPE II CATCH BASIN       |
|  | TYPE II CATCH BASIN #/    |
|  | SOLID LOOKING LID         |
|  | FIRE HYDRANT              |
|  | SANITARY SEWER (PUBLIC)   |
|  | WATER MAIN (PUBLIC)       |
|  | STORM DRAIN PIPE (PUBLIC) |



|   |   |  |             |     |      |          |    |    |
|---|---|--|-------------|-----|------|----------|----|----|
| PRELIMINARY UTILITY PLAN<br><br><b>ISSAQUAH HIGHLANDS PARCEL 2</b><br><b>ICHOJO USA CO., LTD.</b><br>17544 MIDVALE AVENUE NORTH, SUITE 305<br>SHORELINE, WASHINGTON 98133 | SCALE:<br>DESIGNED GRS<br>DRAWN GRS<br>CHECKED GRS<br>DATE 7/26/2012<br>VERIFY SCALE<br>BAR IS ONE INCH<br>ON ORIGINAL<br>DRAWING | <br>ENGINEERING · PLANNING · SURVEYING<br>14711 NE 29th Place Suite 101<br>Bellevue, Washington 98007<br>425.885.7877 Fax 425.885.7963 | <br>1/22/10 | NO. | DATE | REVISION | BY | CK |
|   | PROJECT NUMBER<br><b>11002</b><br><br>DRAWING<br><b>P06</b><br><br>SHEET 6 OF 6   |  |             |     |      |          |    |    |